

- A. 1. head in V. Töbrk.
- B. 19.23 - 19.27
541000. 48. 12 TO
- C. N. N. W. 7.5 ft. intervals. in one strike 7.5 ft.
- D. Prints seen - both and
- E. A/H did not start a wheel. 1/2 had
left. Tangle
- F. MIL
- G. 4. Pchels
- H. MIL

E / A. Combust - MIL

THIS PA

H.Q. U.S. A.F. M.E.
U.S. Operations Lyda
H.Q. 205 Group R.A.F.

SORTIE REPORT (Part A)

Form 441 A.

Sheet No.	Oprep. Ref. No.	Date Sept. 9/42	Squadron 1 P.B.G.
Type of Aircraft B. 24D.	Captain 1st Lt. G.B. Whitlock	1st Lt. J.O. Medford	
Aircraft No. 12	Crew 1st Lt. D.S. Welfare	S.Sgt. T.A. Smith	
Aircraft Letter K	S.Sgt. J. Lavender	Cpl. P.S. Spaulding	
Time Up 14:15	Sgt. S. Powell		
Time Down 18:25	Aerodrome or L.O. Lyda		
Total Time 22:40			

Type of Cloud clear until Target area then	Map or Chart Reference
Amount of Cloud 4/10 low broken cum.	
Base of Cloud Tops 14,000 ft	
Visibility Good but poor at Target	T. 1 (2)
General Weather Cloud	

Task or Duty in V. Target 5-4 1000 C. P. 1E TD

Time	Height	Place	Narrative
14:50	23,000	T.H.	<p>Nothing seen on way out. 1st Lt. G.B. Whitlock made daily run from North N.W. had seen in V seen Jan 20. H.A. was partly obscured by cloud. Daily was down on leading ship & released before she was seen. Daily seen to burst along dark area. No result observed. Bomb released in Target 7.5/16. 1. S/E E/A at 13,000 ft. no action.</p> <p>H/A did not commence to fire until the H/L had passed over Target. Both heavily on later clouds.</p> <p>Nothing seen on way home.</p> <p>Photo Taken</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

207, GHQP/1,500,000/4-42

P.T.O.

A. hel m. 2 m. V. at. Total.

B. 19.30 - 19.31

C. 5.4.1000 GP 70 ft. m. h. e. Tran

D. N. m. observed

E. Slight A/A

F. NIL

G. 4. Phids

H. N. m. observed

NIL E/A Contab

THIS PAGE

H.Q. U.S. R.A.F. M.E.
U.S. Operations Lydda
H.Q. 205, Group R.A.F.

SORTIE REPORT
(Part A)

Form 441 A

Sheet No.	Oprep. Ref. No.	Date	Squadron
		Sept. 9/42	1 P.B.G.
Type of Aircraft	B.24D.	Captain	Major H.M. Wade
Aircraft No.	10	Crew	Lt. J.A. Anderson
Aircraft Letter	I		Lt. G.H. Jones
			Sgt. M.A. Stevens
			Sgt. J.D. Smith
			Sgt. J.H. Laurie
			Sgt. J.A. Gauthier
			Sgt. D.J. Bernheimer
Time Up	14:11	Aerodrome or L.G.	Lydda
Time Down			
Total Time	22.50 8.39		

Type of Cloud	Scattered to broken over coast	Map or Chart	
Amount of Cloud	5/10	Reference	
Base of Cloud	Top 1000 ft		T/11(2)
Visibility	Good		
General Weather	Good		

Task or Duty *MU T-1000 5.4.10.00 G.P. 12.7.8*

Time	Height	Place	Narrative
14.30	23000	T-1000	Nothing observed in way out
14.35			Reaches T-1000 approached from N.W.W. in diving turn aimed back in line ship, near North shore E of L-shaped pier. Dots are released 75 ft intervals seen to hit dock over docks seen as results observed. This H.C. landing 2nd element. A/A nightlie only 10 dots seen by this A/C. Weather A over Target seen low in Banken of clouds all along coast. NO. E/A. Haze. Too much shadow to make observation possible. 4 photos taken.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

807/GHQP/1,500,000/4-42

P.T.O.

BA - NO wind to see in wind. ~~SE~~
 Large Vessel seen at 15-45 - heading SE

BB - 19:34 L.T. Bombs dropped.

BC - This ship was No 3 in 1st element.
 Turn made from N to S at approx 1600
 heading. Bombs aimed at jetty at 17F.
 Load 5 x 1000 lb. British G.P. 1500
 fuse. No hits observed.

BD - No results observed on ship dropped
 along this r/c. Waist gun observed smoke
 in area 14 to 19 - EF along coast. Smoke
 color - yellow.

BE - A/A was seen to occur for altitude
 but fired late. Element seen behind
 formation. 1 ME 110 observed at 19000
 four TORREX - NO ACTION TAKEN.

BF - No results.

BG - Approx. 6 photographs taken of harbor
 area with land held slightly above
 Camera of A/C 165 - Speed 730 Ground
 Speed.

BH - No results.

H.Q. U.S. A.F. M.E.
U.S. Operations Lydda
H.Q. 205 Group R.A.F.

SORTIE REPORT
(Part A)

Form 441 A

Sheet No.	Oprep. Ref. No.	Date	Sept. 9/42	Squadron	1 P.B.G.
Type of Aircraft	B. 24D.	Captain	1st Lt. W. Clark		
Aircraft No.	20	Crew	1st Lt. J.C. Clayton		
Aircraft Letter	S		1st Lt. R.W. Helms		
			Sgt. G.L. Knox		
			Sgt. J. Cook		
			Cpl. J. Nappi		
			Comiskey		
Time Up	14:07				
Time Down	22:45				
Total Time	8 hrs - 38"				
		Aerodrome or L.O.	Lydda		

Type of Cloud *Stratus cumulus*
Amount of Cloud *1/10 to 7/10*
Base of Cloud *10,000*
Visibility *Very Hazy - dust in air*
General Weather *Good*

Map or Chart
Reference

T/1 (✓)

Task or Duty

M V
SHIPPING - TOBROK HARBOR

Time	Height	Place	Narrative
1407		Lydda	Take-off
1434	3000	Tobruk	Large vessel seen at 35-6V
			Heading SE from Shikra (See REVERSE S.D.F.)
22:15	4000		Ship observed off coast - gun and lights
22:45		Lydda	landed

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

BA - No visual target. Harbor crowded by low clouds. - 8/10.

BB - 19:35 L.T. - Bombs away.

BC - Bombing run made in 3 - 3 ship elements - individual runs by element - deflection & water bombing by 1st ship, 1st ship bombing by 2nd ship. 12m under an approx. 160° heading - bombs aimed at shoreline. 5 x 1000 lb. British G.P. 14 T.D. fuse dropped in train at 80' interval.

BD - Bombs observed to strike in 5 definite hits - last bomb to down of #3 JETTY (III-T/1). This ship was NO. 1 in 3rd element.

BE - A/A heavy. Occurs for altitude but behind formation. 1 ME NO over target - NO ACTION.

BF - No rockets.

BG - 4 pictures of harbor taken - 1 of A/A. Course 160° - speed approx. 70 MPH G/S.

BH - No remarks. The A/C feathered No. 4 engine account oil pressure 150 miles from base.

THIS PAGE

U.S.A.F. M.E.
U.S. Operations Lydda
H.Q. 205 Group R.A.F.

SORTIE REPORT
(Part A)

Form 441 A

Sheet No.	Opreg. Ref. No.	Date Sept. 9/42	Squadron 1 P.B.G.
Type of Aircraft B. 24D.		Captain Capt. R.I. Paullin	
Aircraft No. 15		1st Lt. G.O. Peck	
Aircraft Letter L		Crew 1st Lt. T.A. Shumaker	
		Sgt. B. Sparks	
		Sgt. B. Wysong	
		Sgt. B. Luton	
		Sgt. T. Dehaven	
Time Up 14:12			
Time Down 17:00			
Total Time 8 48		Aerodrome or L.O. Lydda	

Type of Cloud STRATOCUMULUS	Map or Chart Reference
Amount of Cloud NIL to 8/10	
Base of Cloud 5000'	
Visibility VERY HAZY - 5 MILES	T/1 (2)
General Weather: Good	T/1
Task or Duty STRAKE - TO BOMB HARBOR	

Time	Height	Place	Narrative
1412		LYDDA	Take-off
			Nothing unusual on way out
1935	3000	TEL AVIV	No visual targets seen - visibility poor over target - 8/10 at 3000 feet
			Nothing of interest in return trip. Saw flashing beacon at Beulose.
1730		Lydda	Landed

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34

827, OHQP/1,560,000/4-42

P.T.O.

DA

1000 large aircraft observed at 14-15

Stationary - is seen from ground

15 B. 19:35 L.T.

BC: 3 - 3. Slightly elevated - elements under individual
 views. The A/C was No 3 in 3rd element
 Then number from N to 8 - in ely 180°
 5 x 1000 British G.P. in V.T.D. fire -
 No bombs sight as electrical system with
 out 30 minute from target. Brubaker had
 to return bombs at end ship in element.

BD - No results observed - in telephone system with

BE - A/A - Medium aircraft - below + behind
 formation. Observed being A/A at slg of
 Lt. Mastly who made 7 runs. NO E/A seen.

BF - No comets

BG - No photographs taken as most gunners did
 not know when target aircraft reached
 due to telephone system being out

BH - No remarks

H.Q. U.S. A.F. M.E.
U.S. Operations Lydda SORTIE REPORT
H.Q. 205 Group R.A.F. (Part A)

Form 441 A

Sheet No.	Oprep. Ref. No.	Date	Squadron
		Sept. 9/42	1 P.B.G.
Type of Aircraft	B.24D.	Captain	2nd Lt. H.C. Appold
Aircraft No.	5	Crew	2nd Lt. C.H. Garry
Aircraft Letter	D		2nd Lt. D.C. Odell
			Sgt. R.T. Barnes
			Pvt. F. Yakimovicz
			Pvt. Christenson
			Pvt. R. Weipert
Time Up	14:17		
Time Down	13:10		
Total Time	8:53	Aerodrome or L.O.	Lydda

Type of Cloud	Scattered Cumulus	Map or Chart	
Amount of Cloud	1/10 to 8/10	Reference	
Base of Cloud	3000 to 8000 (DUE TO HAZE)		
Visibility	ALTO-CUMULUS AT 11,000		
General Weather	Good		

Task or Duty	M.V. 5:00 PM - TORRENT HAZARD
--------------	---

Time	Height	Place	Narrative
1417	-	Lydda	Town off
			Nothing observed on way out
1435	12000	TORRENT	Large vessel observed at H-15 (SEE REVERSE SIDE)
			Nothing observed on return trip
1510		Lydda	Landed

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

BA 4 ton V. ~~NT~~ (T12)

BB 1933 to 1940

BC 2346 ft 5 X 1000 GR 12 TD in train
" 75 ft. intervals

BD See note 5

BE AA fairly heavy on ship behind
Just short for altitude Range accurate

BF none

BG 10 photos taken

BH nil

Thrust #2 in 3rd element

BI

BJ nil

BK saw 1 EA 1 M feet below

BL None

BM

BN

BO

THIS PAGE ISSUED

H.Q. U.S.A.F. M.E.
U.S. Operations Lydda
H.Q. 205 Group R.A.F.SORTIE REPORT
(Part A)

Form 441 A

Sheet No.	Oprep. Ref. No.	Date	Sept. 9/42	Squadron	1 P.B.G.
Type of Aircraft	B. 24D.	Captain	1st Lt. J.R. Wilcox		
Aircraft No.	21	Crew	1st Lt. R.G. Miller		
Aircraft Letter	R		1st Lt. H.W. Ebert		
			Sgt. R.D. Morgan		
			Sgt. H.L. Barineau		
			Cpl. A. Fillipi		S/S FS
			Sgt. F.S. Fisher		Moran
Time Up	14:09				
Time Down	23:05				
Total Time	8:55				
		Aerodrome or L.O.	Lydda		

Type of Cloud	scattered cumulus 11000 ft	Map or Chart	T/1(2)
Amount of Cloud	to 1000 ft. but target	Reference	
Base of Cloud	7110 cumulus 5000 to 6000 ft		
Visibility	poor - haze & dust		
General Weather	good.		

Task or Duty
M ✓ TO break Harbor ~~target~~ 5 x 100 G.P. 72 TD

Time	Height	Place	Narrative
1425	23000		Lighted Target
1433	"		Made run southeasterly direction 750°. Took for target ship at 17° 4' to 5' 30" from Vessel. Bomb observed bursting at 16 H on stern of ship by W 6. Smoke which observed for some distance. Saw lots of gray smoke & bursts along path from 12 R & D to 17 DE. Lots of dust observed.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

827/CHQP/1,500,000/4-42

P.T.O.

BA See Note 5

BB 1930 - 1945

BC 2300 feet 5X1000 P. 12TD Salvord
because in 1st run no release
on second run would not release

BD See Note 5

BE 1st run light ch - 2nd run
very heavy. Beverage accurate
for height. Shaken hard & broke
One run close

BF nil

BG 3 photos taken

BH

This AC # 2 2nd alone

BI

BJ

BK saw one s/p about 2000 feet below

BL

BM

BN

BO

nil

Sheet No:	Oprep. Ref. No.	Date	Squadron
Type of Aircraft	B. 24D.	Sep 9/42	1 P.B.C.
Aircraft No.	16	Captain	Capt. H. Toomey
Aircraft Letter	M	1st Lt.	1st Lt. Woltman
Time Up	14:20	Crew	1st Lt. O'Seara
Time Down	23:10		Sgt. Jenkins
Total Time	8:50		Sgt. Montgomery
			Sgt. Block
			Sgt. Street
			Sgt. Dundley
		Aerodrome or L.O.	Lydda

Type of Cloud	4/10 Cumulus target	Map or Chart	
Amount of Cloud		Reference	
Base of Cloud	2000 - 3000 feet		
Visibility	Good - some haze		
General Weather	W. after		
Task or Duty	M.V. 108 P.V. 5 x 1,500 G.P. 112 TD		

Time	Height	Place	Narrative
1930	23000		Sighted target made abn. run at course of 155° then made run 190° on large vessel about 7 to 8 km tons. On return saw burst on docks + petrols at 14D + also saw wreck hit dead center, no results of own bomb observed

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. 'M.E.' Instruction 34.

B A - see Nov 5

B B 1430 G 1935

B C Dropped 5 x 1000 GP on D in one stick - 75 ft intervals -

B D Saw our entire element bombs hit (1st ship & helms) on shore on Betty at 13 E observed many bursts of white smoke followed by yellow smoke. Observed bombs hitting at 13 F. Bombs also observed along shore from 19 F to 27 G.

B E No A A on run - after turn - saw extremely heavy barrage up to 2346 barrage firing. Observed one plane

~~B F~~ ~~from 3rd element~~ ~~making 2nd run~~
 & got very heavy A A -

B F nil

B G 2 pictures - doubtful due to clouds

B H nil

B H no attack by pursuit

B I nil

B K Saw one Mac 109 at app 1326 ft flying into sun on our way from the target. no attack.

B L

B M

B N

B O

nil

THIS PAGE IS UN

U.S. A. I. P. H. H. H.
U.S. Operations Lydda
H. Q. 205 Group, A. I. P. H. H. H.
SOME REPORT
(C. H. H. H.)

R. H. H. H. H.

Sheet No.	Opren. Ref. No.	Date Sept. 9/42	Squadron 1 P.B.G.
Type of Aircraft	B. 24D.	Captain	Major J. H. Payne
Aircraft No.	22	Crew	1st Lt. O. B. Patterson 1st Lt. O. O. Bryant Sgt. J. S. S. S. Sgt. Kessler Sgt. Leaman Cpl. U. J. Beatty
Aircraft Letter	C		
Time Up	13:55		
Time Down	22:40		
Total Time	18:45		
		Aerodrome or L.O.	Lydda

Type of Cloud	scattered to broken	Map or Chart	
Amount of Cloud	7/10	Reference	
Base of Cloud	5,000 ft		
Visibility	1 mi. Desert clear		
General Weather	2		

Task or Duty	Targeting	5:1000 S.P. 12TD
--------------	-----------	------------------

Time	Height	Place	Narrative
19:50	23000		Hit coast and coast followed
19:20	2300		Coastline from 1000 to 2000
19:33			found Tobruk
19:35			dropped bombs on 3000 ft. S. of Tobruk
			ran 120 to 130. Saw two ships
			one on left at 12 E. and one on right
			at 11 E. Clouds obscured range
			part of town not so perfect channel
			where there were no clouds of
			aimed for target on left at 12 E.
			M.V.
			left target

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34

P. 11, 500, 000/4-42

P. 11, 500, 000/4-42



File No. 10-10-10-10-10-10

Time 10:00
Recd by Officer 0040
Recd by Officer 0113
P. 5 01:10

R.A.F. Form 96A
S.575A. (Naval)

MESSAGE FORM

Office Serial No.

Call IN		No. of Groups GR	Office Date Stamp
and Prelace OUT			

TO: *A.F.S.A.F. Request for [illegible]*

FROM: *PPB 6*

(Write hours/dates)					Originator's Number	Date	Yours/My Number and Date
1	2	3	4	5			
6	7	8	9	10			
11	12	13	14	15			
16	17	18	19	20			
21	22	23	24	25			
26	27	28	29	30			
31	32	33	34	35			
36	37	38	39	40			
41	42	43	44	45			
46	47	48	49	50			
51	52	53	54	55			
56	57	58	59	60			

This message must be sent in PLAIN and may be sent by W/T.				This message must be sent in CIPHER and may be sent by W/T.				Originator's Instructions: Degree of Priority				Time of Origin	
Signature				Signature				[illegible]				[illegible]	
:Originator to insert: NOT: if message is not to go by W/T over any part of the route. (Below this line is for Signals use only.)												T.O.A.	
System	Time	Reader	Sender	System	Time	Reader	Sender	System	Time	Reader	Sender	[illegible]	

The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising, disclosing, etc. by omission to remove their significance from the address, etc., is avoided. Before delivery of the message these details are to be re-inserted in P/L.

CH. R.A.F. Form 96
1-1-1943 3-175 (Naval)

Office Serial N.

113.8

MISSION NO. 46 10th September 1942

To: Commanding General, Headquarters, U.S.M.E.A.F.

1. Enclosed are Battle Reports of Mission No. 46 of the First Provisional Bombardment Group - Attack on Tobruk Harbor, 9th September, 1942.

2. The following is confirmation copy of telegraphic summary of this mission which was filed to you at 0030 hours L.T., 9th September 1942.

000 P.M.

TO: Commanding General, U.S.M.E.A.F.

FROM: 1st Prov. Group 461 9/9 MOST SECRET

Nine B-24Ds bombed large vessel Tobruk Harbor. Target seen but not hit. Bursts observed on jetties and dock area. Cloud and haze obscured target. Location 13 Ink T/1(8). Time 19:30 L.T. Bomb load 45000. Operation hours 76 hours thirty five minutes. Altitude twenty three thousand. One E/A. No action. Anti-aircraft heavy.

Time of Origin 0030
Received by Cypher 0040
Received by Radio 0113
Received by Cairo 0131

Paul B. Zuckerman
Major A.A.F.
Group S-2

REAR BASE, 1ST PROVISIONAL BOMB GROUP
U.S. ARMY AIR FORCE, MIDDLE EAST
Lydda, Palestine

13 September 1942

ANNEX NO 1)
OPERATIONS ORDER)
NUMBER 17A)

1. Following in the B-17E take off time from rear base:

A/O NO	PILOT	TAKE OFF TIME
4	Captain Holst	1155
6	Lieut. Murphy	1157
8	Lieut. Price	1200
2	Captain Rogers	1202
7	Major Fennell	1224

By order of Lt. Colonel McGUIRE:

PAUL F. DAVIS,
Major, AAF,
Operations Officer,
Rear Base.

OFFICIAL:

PAUL F. DAVIS,
Major, AAF,
Operations Officer,
Rear Base.

DISTRIBUTION:

- 1 HQ USMAF
- 1 S-2 1st Prov Bomb Gr
- 1 1st Prov Bomb Gr Adv
- 1 Operations File

UNCLASSIFIED
DATE 10/10/2013 BY 60322

- A. Form B for 9th Bomb. Sq., First Prov. Bomb. Grp. (H)
- B. Night, 15th/16th September 1942.
- C. Tobruk is still being used, in spite of our best efforts, as an entrance port for supplies of all kinds.
- D. A strong effort will be made to destroy jetties, dock installations and the remainder of the town of Tobruk.
NO SHIPPING (H) NO SHIPPING WHATSOEVER, IN TOWN OR NEARBY, OR ANY OTHER PLACE IN THE ENTIRE MEDITERRANEAN IS TO BE ATTACKED IN ANY WAY.
ALL SHIPPING EVENTS ARE TO BE COMPLETELY IGNORED.
- E. Aircraft TYPES AND NUMBERS: Normal number of Wellingtons, 1 flight of Halifaxes and 24 B-24's of the 98th Group will participate. Four (4) B-17's of the 9th Bomb. Sq. will join in this effort.
- F. ALTERNATIVE TARGETS: None.
ATTACK WILL BE MADE TO THE BEST ADVANTAGE OF ALL WEAPONS EMPLOYED, EACH AT THE TIME STATED AND IN SPITE OF ANY AND ALL WEATHER CONDITIONS ENCOUNTERED. (INCLUDING 10/10THS WEATHERS).
- G. BOMB LOAD: Five (5) five-hundred pound (500 lb.) G.P.s. 12 1/2 in. delay.
- H. TIME OFF: At discretion of G.O., 9th Bomb. Sq. (Route and distances calculation sheet attached.)
- I. ROUTE: Base - 1.0, 220 during early afternoon 15 September (Aircraft to be broken-up at base). Aircraft will be re-loaded at 1.0, 220 and proceed to Point 29 deg. 40'N, 29 deg. 00'E - Point 31 deg. 00'E, 24 deg. 18'E - TOBRUK. Sea route to be used directly from TOBRUK to base with great care being taken to remain 30 miles north of the Delta area.
- J. TIME OVER TARGETS: 2500 - 0000 hours.
- K. METHOD OF ATTACK: High altitude bombing in three sticks, 75 foot intervals, three bombs each. GREAT CARE MUST BE TAKEN TO AVOID ACCIDENT OF AIRCRAFT REVERSING OR WEATHER CONDITIONS. NO BOMBS MUST BE DROPPED ON THE SOUTH SIDE OF TOBRUK HARBOR UNDER ANY CIRCUMSTANCES.
- L. SIGNALS INSTRUCTIONS: Standard.
- M. ADDITIONAL INSTRUCTIONS: Operations Officer responsible for passing of L.T.D.'s and routing of aircraft to the appropriate Fighter Wing. I.F.F. TO BE LEFT ON ENTIRE TIME EXCEPT OVER TARGET AREA. IDENTIFICATION TO BE MADE AT 10000 FEET AND AGAIN ONE HUNDRED MILES FROM THE PALESTINE COAST. Night fighters are not expected.

W. J. T. T. T.
W. J. T. T. T.,
Major, RAF.

- ADVANCED RECON AIRCRAFT
- A. Form B for 9th Bomb. Sq., First Prov. Army, Ops. (H)
- B. Night, 12th/14th September 1942
- C. Tobruk is still being used, in spite of our best efforts, as an entrance port for supplies of all kinds.
- D. A strong effort will be made to destroy jetties, dock installations and the harbours of the town of Tobruk.
NO SHOOTING (N) NO DITCHING THEMSELVES, IN ORDER, A, B, OR, C, D, OR, ANY OTHER PLACE IN THE ENTIRE MEDITERRANEAN TO BE ATTACKED IN ANY WAY.
ALL SHIPPING IN THE AREA IS TO BE COMPLETELY IGNORED.
- E. Aircraft types and numbers: Forward number at Wellington, 1 flight of Hurricanes and 21 B-24's of the 66th Group will participate. Some (4) B-24's of the 9th Bomb. Gr. will join in this effort.
- F. ALTERNATIVE TARGET: None
ATTACK WILL BE MADE TO THE BEST OPINION OF ALL CREWS CONCERNED EXACTLY AT THE TIME SET, AND IN SPITE OF ANY AND ALL WEATHER CONDITIONS ENCOUNTERED. (INCLUDING 10/10THS CLOUDS).
- G. BOMB LOAD: Nine (9) five-hundred pound (500 lbs.) G.P., 112 Rail 161y.
- H. TIME OFF: At discretion of G.O., 9th Bomb. Sq. (Route and distance calculation sheet attached.)
- I. ROUTE: Base - L.G. 224 during early afternoon 13 September. (Aircraft to be boxed-up at base). Aircraft will be re-fueled at L.G. 224 and proceed to Point 29 deg. 30'N; 29 deg. 00'E; Point 31 deg. 00'N; 24 deg. 15'E - TOBRUK. Sea route to be used directly from TOBRUK to Base with great care being taken to remain 50 miles North of the Delta area.
- J. TIME OVER TARGET: 2300 - 0000 hours.
- K. METHOD OF ATTACK: High altitude bombing in three sticks, 75 foot intervals, three bombs each. GREAT CARE MUST BE TAKEN TO ENSURE ACCURACY OF BOMBING REGARDLESS OF WEATHER CONDITIONS. NO BOMBS MUST BE DROPPED ON THE SOUTH SIDE OF TOBRUK HARBOR UNDER ANY CIRCUMSTANCES.
- L. SIGNALS INSTRUCTIONS: Standard.
- M. ADDITIONAL INSTRUCTIONS: Operations officer responsible for passing of E.T.D.'s and Routing of aircraft to the appropriate Fighter Wing. T.F.P. TO BE LEFT ON ENTIRE TIME EXCEPT WHEN OVER TARGET AREA. IDENTIFICATION TO BE MADE AT MERIDIAN 28E AND AGAIN ONE HUNDRED MILES FROM THE PALESTINE COAST. Night fighters are not expected.

Robertson
A. F. KILBURN,
16 Jan. 1942.

1900 Third run on southern coast

At 22 & made right turn &
saw plane dropped by Wellington

At app 15 D saw Released 2 & 500

9 saw 2 bombs to no other results

A = Observed

B = 23.20 to 2000-

C Note 5

D after 1st run saw bursts at

Key 4 Map T1, saw 9 in firing

at 45 D D

B E Note 5

B F mile

B G mile

B H saw hospital ship 3 miles off Palestine

Coast 10 miles off

No E/A

THIS PAGE 1
 DIST. HQ. U.S. Navy
 U.S. Operations Lydda
 HQ. 205 Group R.A.F.

SORTIE REPORT
 (Part A)

R.A.F. Form 441/A

Sheet No.	Prep. (Ref. No.)	Date Sept. 13/42	Squadron 1 P.B.G.
Type of Aircraft	B. 17E.	Captain	Major H.R. Fennell
Aircraft No.	7	1st Lt.	R.T. Thomas
Aircraft Letter	T	Crew	1st Lt. L. Daigle
			2nd Sgt. J. Taulbee
			1st Lt. H. Shilling
			1st Lt. Mayhew
			Abraham
Time Up	11:30 (12:24)		
Time Down	3:25		
Total Time	15:11		
	6:55		
		Aerodrome or L.O.	224

Type of Cloud	5	Map or Chart	
Amount of Cloud	5/10	Reference	
Base of Cloud	6000		T/14(2)
Visibility	Fair		
General Weather	Good		

Task or Duty	T.O.B.R.U.K.		8 x 500 - 12 TD
--------------	--------------	--	-----------------

Time	Height	Place	Narrative
2231			Saw heavy artillery fire flares on way out
320	23500		Left Arrived at target & made run on bearing of 200 on S/L & a a dropped 3 x 500 G.Y. 12 TD. Saw bombs burst & huge explosion in area approximately 32 F to 39 F. A/a was low aiming for Wellington.
240			Made 2nd run on same bearing & course saw flares at approx 1500 & released release 3 x 500 in same area no results observed.

B (on reverse) to be completed according to relevant pro-forma in HQ. R.A.F. M.E. Instruction 34

P.R.O.

BA - Target ~~seen~~ A/A - S/L - ~~found~~ ~~seen~~ ~~Chimney~~ ~~improvement~~

BB - 2340 to 2355 -

BC - V. Time made - 1st run N to S
(V. bombs dropped) - 2nd run S to N
(6 bombs dropped) - 3rd run S to N
IV T.D. fire. Bombs failed to release properly

BD - No bomb damage seen. Fire observed
in petty area - medium size - orange
flames -

BE - A/A - Heavy - many Pom Poms.

S/L - 6800 - IV - found a U
Shaped pattern 340 to 37, E to G
No E/A

BF - No Correlation

BG - No photographs

BH - Observed what appeared to be
a plane heading lights about 55
miles from Palestine Coast. Lights
observed for 15 minutes - appeared to
change trying to intercept the A/C.
Alt about 8000 - the A/C let down
to 3000. Lights then seemed to go out
and were lost to sight.

Observed what appeared to be a V A/C
hit. One large explosion in air that went
out immediately. V's occurred appeared to
be ship in fact that circled for a minute and
long out there. E/G and a contact in the
area.

Dist. H.Q. U.S. Air Force
 H.Q. Operations Lydda
 H.Q. 205 Group P.A.F.

SORTIE REPORT (Part A)

R.A.F. Form 441A

Sheet No.	Opres. Ref. No.	Date: Sept. 13/42	Squadron: 1 P.B.G.
Type of Aircraft: B. 17E	Aircraft No. 4	Aircraft Letter W	Captain: Capt. J.B. Holst 1st Lt. L.J. Gossard Crew: 1st Lt. S.B. Douglas 1st Sgt. Krueger, W.F. S. Sgt. Roberts, J.O. Sgt. Wilvar, W.L. Sgt. Gavure, A.F. Sgt. Gaudern, P.P.
Time Up: 11:55	Time Down: 0340	Total Time: 15:45	Aerodrome or L.O. 2

Type of Cloud	Map or Chart Reference
Amount of Cloud	
Base of Cloud	
Visibility	
General Weather	
Task or Duty: T.O. B.R.U.K.	8 x 500 - 112 D

Time	Height	Place	Narrative
2030		L.G. W.V.	T.O.
2340	23500	Tubus	Nothing observed in vicinity Target observed by A/A ← some light light in many dark (see reverse)
0340		Yolli	clouded

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

BA - T-bomb

BS - 2375 - 2375

BC - Single ship attack - 2400 - 8

bombs dropped 50 lb. GP Bombardier

T.D. fire - Bombs falling around
finally dropped in water

BD - Made 3 runs - bombs released in
last run. Bombs observed to strike in

area 31 H to F (T/V) on shore
IV. IV. 50 explosions on ground - sound
as though small ammo set off

BE - A/A - cluster of 6 heavy guns
in area 31 H 33 F F

S/L - 10 lights observed in same
general area - as A/A

No E/A observed

BF - No casualties

BS - No photographs

BT - Observed Wellingtons dropped flame
between 5 + 7000. Flame nearly gone -
are flame observed to burn for 10 seconds

D1-1 H. A. I. F. I. S.
U.S. Operations Lyda
H. C. 205 Group BVA.F.

SORTIE REPORT (Part A)

RAF Form 417A

Sheet No. 1	Oppen. Ref. No.	Date Sept. 13/42	Squadron 1 P.B.G.
Type of Aircraft B. 17E	Captain 1st Lt. C.T. Price	Crew 2nd Lt. W.M. Sullivan	
Aircraft No. 8	2nd Lt. M.J. Svoboda	Sgt. C. Barnes	
Aircraft Letter C	3rd Lt. J.R. Williamson	Sgt. J.H. Rucker	
Time Up 12:00	20:45 - 22:4	Track Monahan Kessler	
Time Down 0300	Aerodrome or L.G. 2124		
Total Time 15:11	6:15		
Type of Cloud Strato-cumulus	Map or Chart		
Amount of Cloud 2/10 - near Target	Reference		
Base of Cloud 4000	7/1 (67)		
Visibility Haze			
General Weather Cloud			
Task or Duty 7.0 P.F.W.K.	8 x 5.00 - 12.7 D		

Time	Height	Place	Narrative
2045	224	T.O.	Nothing of interest in way out
2325	2400	Tebuk	Target observed by light of flare
0300		Hydr. landed	

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction

B.A Target position - on the beach

B.B 2315 2332 2345

B.C note 5

B.D 11

B.E Q/A at first 100 ft on 1st
run heavy & accurate

~~about~~ about 75 to 100 feet below

us. Also saw tracer up to 400

1300 feet

B.F nil

B.G 10

B.H Saw 2 powerful S/P in Delta
area about 100 ft to sea

H.Q. U.S. Operations Canada
H.Q. 205 Group R.C.A.F.

SORTIE REPORT
(Part A)

R.A.F. Form 441A

Sheet No.	Operation No.	Date	Squadron
		Sept. 15/42	P.B.G.
Type of Aircraft	B. 17E	1st Lt. O.E. Murphy Captain 2nd Lt. R.S. Milner	
Aircraft No.	6	Crew 1st. Clifton T. Sgt. M.A. Stevens S. Sgt. L.L. Brum Sgt. S. Jukopienio Sgt. E.B. Fletcher Sgt. J.O. Harris Sgt. P.R. Hicks	
Aircraft Letter	W	Acrodrome or L.O. 5884 1000P	
Time Up	11:57 LG 224-2030		
Time Down	3:50		
Total Time	1553 GS 5		
Type of Cloud	CUMULUS	Map or Chart	
Amount of Cloud	SCATTERED	Reference	
Base of Cloud	8	ST/1 (2)	
Visibility	GOOD		
General Weather	SCATTERED TO BROKEN		
Task or Duty	T.O. BROOK	8 x 500 - 12 TD	

Time	Height	Place	Narrative
1430	23,500	127010	
11:38	23,500		
11:45	23		
7215	23,500		arrived at target
7231	"		released 3 x 500 GP - 12 TD
			on course of 180° saw 11 SL
			& bombed area in back of
			them 12 - 23 (T(2)). Saw what
			was presumed to be clearing fire &
			released part of that, no bursts
			or results observed
2342			made run of 30° & released
			3 x 500 at 25 D on a fire started
			by another a/c. Saw explosion followed by
			orange colour fire. <u>Northwest</u>
2350			made run in low level east to west
			& released 2 x 500 on 5/2 & burst
			at app 2300

PART B (on reverse) to be completed according to relevant proforma in H.Q. R.A.F. M.E. Instruction 34.

Form 56
A (Naval)

ME 1 GEN 1 GRM

Office Serial No. _____

Call _____ IN _____

and _____

Preface OUT _____

No. of Groups
GR

Office Date Stamp

(Above this line for Signals use only)

TO: _____

FROM: _____

(Write horizontally) **406 0 130 100000**

Originator's Number
5 1 1 8

Date
1 3 1 1

Yours/My Number and Date

1. ch. 10	2. 0 0 0 5	3. 1 1 1 1	4. 1 1 1 1	5. 2 3 0 5	9
6. 0 0 0 5	7. 0 0 0 5	8. 1 1 1 1	9. 1 1 1 1	10. 2 3 0 0	10
11. 0 0 0 5	12. 0 0 0 5	13. 1 1 1 1	14. 1 1 1 1	15. 1 1 1 1	15
16. 0 0 0 5	17. 0 0 0 5	18. 1 1 1 1	19. 1 1 1 1	20. 1 1 1 1	20
21. 0 0 0 5	22. 0 0 0 5	23. 1 1 1 1	24. 1 1 1 1	25. 1 1 1 1	25
26. 0 0 0 5	27. 0 0 0 5	28. 1 1 1 1	29. 1 1 1 1	30. 1 1 1 1	30
31. 0 0 0 5	32. 0 0 0 5	33. 1 1 1 1	34. 1 1 1 1	35. 1 1 1 1	35
36. 0 0 0 5	37. 0 0 0 5	38. 1 1 1 1	39. 1 1 1 1	40. 1 1 1 1	40
41. 0 0 0 5	42. 0 0 0 5	43. 1 1 1 1	44. 1 1 1 1	45. 1 1 1 1	45
46. 0 0 0 5	47. 0 0 0 5	48. 1 1 1 1	49. 1 1 1 1	50. 1 1 1 1	50
51. 0 0 0 5	52. 0 0 0 5	53. 1 1 1 1	54. 1 1 1 1	55. 1 1 1 1	55
56. 0 0 0 5	57. 0 0 0 5	58. 1 1 1 1	59. 1 1 1 1	60. 1 1 1 1	60

This message must be sent AS WRITTEN and may be sent by W/T or by _____

Signature _____

Originator's Instructions

Degree of Priority

Original to insert "NOT" if message is not to go by W/T over any part of the route. (Below this line is for Signals use only.)

TIME OF ORIGIN

T.O.R.

System in	Time in	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender	T.M.L.

* The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising distinguishing signals, etc. by omitting to remove their identification from the address, etc., is avoided. Before delivery of the message these details are to be re-inserted in P/L.

MISSION

14 September, 1942

To; Commanding General, Headquarters, U.S.M.E.A.F.

1. Enclosed are Sortie Reports of Mission No.47 of the 1st Provisional Bombardment Group - attack on Tobruk, Sept. 13, 1942.

2. The following is confirmation copy of telegraphic summary of this mission which was filed to you at 0631 hours L.T., Sept. 14, 1942.

C O P Y

To: Commanding General, U.S.M.E.A.F.

From: 1st Prov. Bomb Group 520 14/42 MOST SECRET

5 B.17E. bombed docks and jetties Tobruk 2305 to 0005 L.T. altitude 23000- One large explosion Key 6 Map T/1. One explosion followed by fire at 25 D. T/1(2). Two small fires observed in town area. Many bursts and flares observed. A/A heavy - accurate. No E/A. Operation hours 34 hours 35 minutes. Bomb load 35000.

TIME 0630-
RECD BY CYPHER 0645-
SIGNATURE 0718
RECD BY SIGNATURE 0731
RECD BY CYPHER 0854

Paul S. Zuckerman
Major A.A.F.
Group S-2

1. Operations #110.
1. 9th Bomb Sq. Adv. Base, Egypt.
1. HQ USMCV
DISTRIBUTION:
Near Base.
Operations Officer,
Major, AVF,
PAUL F. DAVIS
Hear

PAUL F. DWYER
Major, USAF
Operations Officer,
Hunt Base.

By order of Lt. Colonel HARRISON

5. a. IFF will be on during the entire mission except when over
target. Planes will identify themselves when crossing the 28th.
Narayan and when 100 miles off the coast of Palestine coming
backward.
b. Major Sanders will be in command and lead the first element.
Major Koberger will be in command and lead the second element.
Captain Long will be in command and lead the third element.

4. The fuel load will be full tank and one full bomb bay tank.

5. The bomb load will be nine British 500 lb. G.P. 12
ball delay. Bombs will be dropped in four runs. Two
bombs will be dropped in each of the first three runs.
and three bombs will be dropped in the last run. The
first element will start bombing at 2100 hours, from
20,000 ft. and will leave the target at 2230 hours. The
second element will start bombing at 2200 hours, from
21,000 ft. and will leave the target at 2330 hours. The
third element will start bombing at 2300 hours, from
21,500 ft. and will leave the target at 2359 hours.

TAKE OFF: Take off will be individually, by element. The first element will take off at 1500 hours. The second element will take off at 1600 hours. The third element will take off at 1700 hours.

HOUSE BAY: Direct to NAME, not making landfall at DAY.

NOTES OUT: BARN - ISMAILIA - 29° 30' N 29° 00' E - TARGET.

2. Five B-24 airplanes from the 9th Bombardment Wing will attack and destroy these facilities. Special attention will be given to Paragraph 3 Y.

1. The harbor was heavily bombed by the enemy.

[illegible]

SECRET

OPERATIONAL

9th BOMB SQUADRON PROVISIONAL BOMB GROUP
U.S. ARMY AIR FORCE MIDDLE EAST
Lydda, Palestine

13 September 1942

ANNEX NO 1)
OPERATIONS ORDER)
NUMBER 13)

1. Following is the take-off time of B-24D airplanes from rear base:

<u>A/C No.</u>	<u>PILOT</u>	<u>TIME OF TAKE OFF</u>
	<u>1st. Element</u>	
22	Major Sanders	1459 hours
20	Lieut. Appold	1500 hours
5	Lieut. Walsh	1501 hours
	<u>2nd. Element</u>	
15	Major Kalberer	1601 hours
17	Lieut. Brown	1602 hours
16	Capt. Sibert	1604 hours
	<u>3rd. Element</u>	
12	Capt. Long	1704 hours
21	Lieut. Crouchley	1705 hours
10	Lieut Whitlock	1707 hours

2. B-24D No. 5, Piloted by Lt. Walsh was forced down on return trip without damage or casualties at an emergency landing ground.

By order of Lt. Colonel McGUIRE:

PAUL F. DAVIS
Major, AAF,
Operations Officer,
Rear Base.

OFFICIAL:

PAUL F. DAVIS
Major, AAF,
Operations Officer,
Rear Base.

DISTRIBUTION:

1 HQ USMTEAG, Cairo, Egypt.
1 9th. Bomb Sq. Adv. Base, Fayid, Egypt.
1 Operations File.

THIS MESSAGE IS UNCLASSIFIED

COPT

SECRET

TO 1st. Prov Group

FROM AFSAF

AS 12

13 Sept.

MOST SECRET

Serial No. 61

Maximum effort will be made to service aircraft participating in mission night 13/14 Sept immediately upon landing it is possible that airplanes and crews will be ordered to participate in repeat mission night 14/15 Sept.

Your signal office is to remain open 24 hours per day for the purpose of receiving last minute message.

IMMEDIATE

ZOO 1149/13

ZOR 1345/13

ADVANCED
U.S. ARMY MIDDLE EAST AIR FORCE

TOP SECRET

1. Form B for 1st Provisional Bomb. Gp. (H) (Hal Sqd.)
2. Night 13th/14th September 1942
3. Benghazi is still being used as an entrance port for supplies of all kinds, although to a lesser degree than Tobruk.
4. A strong effort will be made to destr. shipping and port facilities.
5. AIRCRAFT TYPES AND NUMBERS: Nine (9) B-24's of the 1st Pro. Bomb. Gp. and nine (9) Liberators of 159 Sqd.
6. ALTERNATIVE TARGET: None.
ATTACK WILL BE MADE TO THE BEST ABILITY OF ALL CANNONS CONCERNED EXACTLY AT THE TIME STATED AND IN SPITE OF ALL AND ALL WE THIN CONDITIONS ENCOUNTERED.
(INCLUDING LOW/ILLUS CLOUDS.)
7. BOMB LOAD: Nine (9) five hundred pound (500 lb.) G.P. .12 tail delay.
8. TIME OFF: At discretion of C.O., 1st Pro. Bomb. Sqd. (H) (Route and distance calculation sheet attached).
9. ROUTE: From base to monument corridor Ismailia—to Pt. A 28-30N, 29E. From Pt. A direct to target. Return target to Pt. B 28N, 21-40E—Pt. B direct to base. I.P.F. OFF AND ON AT 28th MERIDIAN EAST. IDENTIFY 28 EAST AND AGAIN 100 MILES FROM PALESTINE COAST. GREAT CARE BEING TAKEN TO REMAIN 30 MILES NORTH OF DELTA.
10. TIME OVER TARGET: 1st wave of three(3) aircraft from each organization (1st Pro. and 159) 21:00 to 22:30 hours. Second wave (three aircraft from each) 22:00 to 23:30 hours. Third wave (three from each) 23:00 to 23:59 hours. ALL TIMES LOCAL. (1st wave over target 01:30 hours) (second wave over target 01:30 hours) (third wave over target 00:59 hours).
11. METHOD OF ATTACK: High altitude bombing. (75 foot intervals). Four sticks consisting of two bombs for the first three sticks and three bombs for the last. Maximum height possible is to be maintained, consistent with operational safety and accuracy of bombing. PHOTOGRAPHS WILL NOT BE REQUIRED.
12. SIGNALS INSTRUCTIONS: Standard.
13. ADDITIONAL INSTRUCTIONS: Operations officer is responsible for passing E.T.D's and routing of aircraft to the appropriate fighter wing (283) and (250).

A.P. KALBERN
Major, A.A.F.

Nothing seen.

V1:20 at V0 500 - Daphni - 5 Pms wide -
boats failed to release and boats
sailed in 5th row. No boat
last observed. Left target at
V2 30.

A/A - Mostly below. - inaccurate:
5 or 6 gun positions down -
no definite number of gun cars -
estimated.

S/L - About 12 observed: inaccurate.
Boats grouped in 2 groups -
V2 300000 forming a cone.
None A/A.

No Casualties - in photographs.

Tobacco observed in return trip -
heavy fire in land area. Heavy shooting
from the sea. A/A # 1000000
observed at this time.

This A/C was reported to be
present downed at L.G. V37.

Sheet No.	Op. Ref. No.	Date	Squadron
Type of Aircraft	B-24D	15 May 1942	206 Group
Aircraft No.	6	Captain	1st Lt. J. H. Marsh
Aircraft Letter	D	Crew	1st Lt. J. H. Marsh
Time Up	15:01		1st Lt. J. H. Marsh
Time Down	02:40		1st Lt. J. H. Marsh
Total Time			1st Lt. J. H. Marsh
Type of Cloud	T.O. 1st 277 = 1000		
Amount of Cloud	Light		
Base of Cloud			
Visibility			
General Weather			
Task or Duty	Bombing		

Time	Height	Place	Narrative
			<p>THIS AIRCRAFT LANDED</p> <p>AT KUNO 40.</p> <p>NO KNOWLEDGE OF BOMBING</p> <p>RECORDS OR PAYING TIME</p> <p>BEHIND OF THE HEADQUARTERS</p> <p>AT THIS TIME</p>

PART B (on reverse) to be completed according to relevant proforma in HQ R.A.F. M.E. Instruction 24

137/0107/1, 50, 000/1-42

(1100)

BA - Target at 1000 yds. 1/10 chance hit
 Eng. 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.
 Shown. 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.
 Shown. 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.

BB - 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.

BC - Individual runs - no. 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.
 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.
 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.
 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.

BD - Flock observed beneath clouds
 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.
 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.

BE - 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.
 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.
 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.

BF - No. 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.

BG - No. 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.

BH - No. 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.

1st Lt. H. Q. U.S. A.F.
U.S. Operations Lydda
H. 205 Group R.A.F.

SO. W. 100.000

Form 414A

Sheet No.	Op. Ref. No.	Date	Squadron
Type of Aircraft	B-24D	Sept 10/44	H.E.O.
Aircraft No.	22	Captain	Major R.C. Sanders
Aircraft Letter	W	Crew	1st Lt. L.A. Prohal Capt. R.H. Smith Sgt. J. Domino Sgt. J.W. Soten Cpl. R.W. Gosslyn Sgt. H.L. Vasquez
Time Up	11:59	Acrodrome or L.O.	
Time Down	0335		
Total Time	12.36		

Type of Cloud Str - Cumulus
Amount of Cloud 3/10
Base of Cloud 6000
Visibility 1/2
General Weather Good

Map or Chart

Reference

B/2

Task or Duty: Benghazi

1st Lt. H. Q. U.S. A.F.
U.S. Operations Lydda
H. 205 Group R.A.F.

Time	Height	Place	Narrative
1459		Lydda T.O.	Nothing in sight at 3000 - headed East
1500	Woods	Target	First run - dry
1540	"	"	Second run - dry
1601	"	"	3rd run - head on track
1620	"	"	Run not target for 1st run
1635	"	"	"
1715	Woods	"	Same as 1st run & 2nd run at 1st run - 1st run
0335		Lydda landed	

PART B (on reverse) to be completed according to relevant procedure in HQ R.A.F. W.E. Instruction 31

A - Target observed by Hays & others

B - 2135 2325

C - Note 5

D

E - On heavy family accounts for all this

F - Nil

G

H

West & East of T Abanks from shore
 Saw red fence & smaller fence & they left

A A 2

Saw the first ship 30 miles off

Coast of Pakistan

Time 4/5 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

District H.C.U.S.A.A.R. ...
U.S. Operations Lynde
H.C. 205 Group 3 A.F.

SONILDER

Type of Aircraft B. 24D.

Aircraft No. 17

Aircraft Letter

Time Up 16:02

Time Down

Total Time 11:28

Date Sept. 16/42 Squadron 1 E.B.C.

1. Captain 1st Lt. H. D. Brown

Crew 1st Lt. E. Dwyer
2nd Lt. DAVIS

Sgt. Delong

3. Sgt. T. H. Vangil

1. Mr. J. Edgar Hoover
2. Mr. Clegg
3. Mr. Glavin
4. Mr. Ladd
5. Mr. Nichols
6. Mr. Rosen
7. Mr. Tracy
8. Mr. Carson
9. Mr. Egan
10. Mr. Gurnea
11. Mr. Hendon
12. Mr. Pennington
13. Mr. Quinn
14. Mr. Nease
15. Mr. Gandy
16. Mr. Egan
17. Mr. Gurnea
18. Mr. Hendon
19. Mr. Pennington
20. Mr. Quinn
21. Mr. Nease
22. Mr. Gandy
23. Mr. Egan
24. Mr. Gurnea
25. Mr. Hendon
26. Mr. Pennington
27. Mr. Quinn
28. Mr. Nease
29. Mr. Gandy
30. Mr. Egan
31. Mr. Gurnea
32. Mr. Hendon
33. Mr. Pennington
34. Mr. Quinn
35. Mr. Nease
36. Mr. Gandy
37. Mr. Egan
38. Mr. Gurnea
39. Mr. Hendon
40. Mr. Pennington
41. Mr. Quinn
42. Mr. Nease
43. Mr. Gandy
44. Mr. Egan
45. Mr. Gurnea
46. Mr. Hendon
47. Mr. Pennington
48. Mr. Quinn
49. Mr. Nease
50. Mr. Gandy
51. Mr. Egan
52. Mr. Gurnea
53. Mr. Hendon
54. Mr. Pennington
55. Mr. Quinn
56. Mr. Nease
57. Mr. Gandy
58. Mr. Egan
59. Mr. Gurnea
60. Mr. Hendon
61. Mr. Pennington
62. Mr. Quinn
63. Mr. Nease
64. Mr. Gandy
65. Mr. Egan
66. Mr. Gurnea
67. Mr. Hendon
68. Mr. Pennington
69. Mr. Quinn
70. Mr. Nease
71. Mr. Gandy
72. Mr. Egan
73. Mr. Gurnea
74. Mr. Hendon
75. Mr. Pennington
76. Mr. Quinn
77. Mr. Nease
78. Mr. Gandy
79. Mr. Egan
80. Mr. Gurnea
81. Mr. Hendon
82. Mr. Pennington
83. Mr. Quinn
84. Mr. Nease
85. Mr. Gandy
86. Mr. Egan
87. Mr. Gurnea
88. Mr. Hendon
89. Mr. Pennington
90. Mr. Quinn
91. Mr. Nease
92. Mr. Gandy
93. Mr. Egan
94. Mr. Gurnea
95. Mr. Hendon
96. Mr. Pennington
97. Mr. Quinn
98. Mr. Nease
99. Mr. Gandy
100. Mr. Egan
101. Mr. Gurnea
102. Mr. Hendon
103. Mr. Pennington
104. Mr. Quinn
105. Mr. Nease
106. Mr. Gandy
107. Mr. Egan
108. Mr. Gurnea
109. Mr. Hendon
110. Mr. Pennington
111. Mr. Quinn
112. Mr. Nease
113. Mr. Gandy
114. Mr. Egan
115. Mr. Gurnea
116. Mr. Hendon
117. Mr. Pennington
118. Mr. Quinn
119. Mr. Nease
120. Mr. Gandy
121. Mr. Egan
122. Mr. Gurnea
123. Mr. Hendon
124. Mr. Pennington
125. Mr. Quinn
126. Mr. Nease
127. Mr. Gandy
128. Mr. Egan
129. Mr. Gurnea
130. Mr. Hendon
131. Mr. Pennington
132. Mr. Quinn
133. Mr. Nease
134. Mr. Gandy
135. Mr. Egan
136. Mr. Gurnea
137. Mr. Hendon
138. Mr. Pennington
139. Mr. Quinn
140. Mr. Nease
141. Mr. Gandy
142. Mr. Egan
143. Mr. Gurnea
144. Mr. Hendon
145. Mr. Pennington
146. Mr. Quinn
147. Mr. Nease
148. Mr. Gandy
149. Mr. Egan
150. Mr. Gurnea
151. Mr. Hendon
152. Mr. Pennington
153. Mr. Quinn
154. Mr. Nease
155. Mr. Gandy
156. Mr. Egan
157. Mr. Gurnea
158. Mr. Hendon
159. Mr. Pennington
160. Mr. Quinn
161. Mr. Nease
162. Mr. Gandy
163. Mr. Egan
164. Mr. Gurnea
165. Mr. Hendon
166. Mr. Pennington
167. Mr. Quinn
168. Mr. Nease
169. Mr. Gandy
170. Mr. Egan
171. Mr. Gurnea
172. Mr. Hendon
173. Mr. Pennington
174. Mr. Quinn
175. Mr. Nease
176. Mr. Gandy
177. Mr. Egan
178. Mr. Gurnea
179. Mr. Hendon
180. Mr. Pennington
181. Mr. Quinn
182. Mr. Nease
183. Mr. Gandy
184. Mr. Egan
185. Mr. Gurnea
186. Mr. Hendon
187. Mr. Pennington
188. Mr. Quinn
189. Mr. Nease
190. Mr. Gandy
191. Mr. Egan
192. Mr. Gurnea
193. Mr. Hendon
194. Mr. Pennington
195. Mr. Quinn
196. Mr. Nease
197. Mr. Gandy
198. Mr. Egan
199. Mr. Gurnea
200. Mr. Hendon
201. Mr. Pennington
202. Mr. Quinn
203. Mr. Nease
204. Mr. Gandy
205. Mr. Egan
206. Mr. Gurnea
207. Mr. Hendon
208. Mr. Pennington
209. Mr. Quinn
210. Mr. Nease
211. Mr. Gandy
212. Mr. Egan
213. Mr. Gurnea
214. Mr. Hendon
215. Mr. Pennington
216. Mr. Quinn
217. Mr. Nease
218. Mr. Gandy
219. Mr. Egan
220. Mr. Gurnea
221. Mr. Hendon
222. Mr. Pennington
223. Mr. Quinn
224. Mr. Nease
225. Mr. Gandy
226. Mr. Egan
227. Mr. Gurnea
228. Mr. Hendon
229. Mr. Pennington
230. Mr. Quinn
231. Mr. Nease
232. Mr. Gandy
233. Mr. Egan
234. Mr. Gurnea
235. Mr. Hendon
236. Mr. Pennington
237. Mr. Quinn
238. Mr. Nease
239. Mr. Gandy
240. Mr. Egan
241. Mr. Gurnea
242. Mr. Hendon
243. Mr. Pennington
244. Mr. Quinn
245. Mr. Nease
246. Mr. Gandy
247. Mr. Egan
248. Mr. Gurnea
249. Mr. Hendon
250. Mr. Pennington
251. Mr. Quinn
252. Mr. Nease
253. Mr. Gandy
254. Mr. Egan
255. Mr. Gurnea
256. Mr. Hendon
257. Mr. Pennington
258. Mr. Quinn
259. Mr. Nease
260. Mr. Gandy
261. Mr

0945 34 1240

Aerodrome or LC: 21702

Type of Cloud

Amount of Cloud $\frac{1}{10}$ to $\frac{1}{2}$

Base of Cloud

Visibility

General Weather

Map or Chart

Reference

B/2

Task or Duty: EE Task Force

9. *W. J. G. & J. G. J.*

[illegible]

PART B (on reverse) to be completed according to relevant proforma in HQ, RAMP and Instruction 34

137/OHQP/1,500,000/4-42

1955

1 1 1 1

A 15-15-15

B 22-00-22-00

C 15-15-15 04-15-15 00

Amplitude 1000 1000 1000
1000 1000 1000

D 15-15-15 1000 1000 1000
1000 1000 1000

E 15-15-15 1000 1000 1000
1000 1000 1000

F 15-15-15 1000 1000 1000
1000 1000 1000

G 15-15-15

H 15-15-15

I 15-15-15 1000 1000 1000
1000 1000 1000

J 15-15-15 1000 1000 1000
1000 1000 1000

K 15-15-15 1000 1000 1000
1000 1000 1000

L 15-15-15 1000 1000 1000
1000 1000 1000

M 15-15-15

N 15-15-15 1000 1000 1000
1000 1000 1000

O 15-15-15

P 15-15-15 1000 1000 1000
1000 1000 1000

15-15-15

15-15-15

15-15-15

15-15-15

15-15-15

SORTIE

Form 441A

Sheet No.	Opp. Ref. No.	Date	Squadron
Type of Aircraft	B-24D	Sept. 12/43	P.D.C.
Aircraft No.	15	Captain	Major A.A. Kalberer
Aircraft Letter	1	Crew	1st Lt. Wm. Rhoades Capt. D.M. Hene 1st Sgt. L.A. Whitely Sgt. A.M. Petrolot Cpl. J.A. Peterson Cpl. J.J. Coates
Time Up	16:01	Aerodrome or Loc.	2700 ft
Time Down		Map or Chart	
Total Time	05:10 10:05	Reference	B/2
Type of Cloud	Cn	General Weather	Clear
Amount of Cloud	8/10	Task or Duty	7 5 500 - 102 700
Base of Cloud	4000		
Visibility	Good		

Time	Height	Place	Narrative
16:00	27000	15	10 50-17 20 50 E. The aircraft made a turn to the left of the line of flight.
16:05	27000	15	11 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
16:10	27000	15	12 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
16:15	27000	15	13 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
16:20	27000	15	14 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
16:25	27000	15	15 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
16:30	27000	15	16 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
16:35	27000	15	17 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
16:40	27000	15	18 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
16:45	27000	15	19 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
16:50	27000	15	20 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
16:55	27000	15	21 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
17:00	27000	15	22 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
17:05	27000	15	23 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
17:10	27000	15	24 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
17:15	27000	15	25 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
17:20	27000	15	26 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
17:25	27000	15	27 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
17:30	27000	15	28 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
17:35	27000	15	29 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
17:40	27000	15	30 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
17:45	27000	15	31 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
17:50	27000	15	32 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
17:55	27000	15	33 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
18:00	27000	15	34 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
18:05	27000	15	35 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
18:10	27000	15	36 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
18:15	27000	15	37 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
18:20	27000	15	38 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
18:25	27000	15	39 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
18:30	27000	15	40 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
18:35	27000	15	41 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
18:40	27000	15	42 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
18:45	27000	15	43 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
18:50	27000	15	44 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
18:55	27000	15	45 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
19:00	27000	15	46 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
19:05	27000	15	47 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
19:10	27000	15	48 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
19:15	27000	15	49 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
19:20	27000	15	50 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
19:25	27000	15	51 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
19:30	27000	15	52 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
19:35	27000	15	53 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
19:40	27000	15	54 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
19:45	27000	15	55 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
19:50	27000	15	56 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
19:55	27000	15	57 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
20:00	27000	15	58 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
20:05	27000	15	59 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
20:10	27000	15	60 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
20:15	27000	15	61 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
20:20	27000	15	62 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
20:25	27000	15	63 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
20:30	27000	15	64 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
20:35	27000	15	65 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
20:40	27000	15	66 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
20:45	27000	15	67 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
20:50	27000	15	68 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
20:55	27000	15	69 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
21:00	27000	15	70 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
21:05	27000	15	71 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
21:10	27000	15	72 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
21:15	27000	15	73 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
21:20	27000	15	74 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
21:25	27000	15	75 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
21:30	27000	15	76 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
21:35	27000	15	77 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
21:40	27000	15	78 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
21:45	27000	15	79 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
21:50	27000	15	80 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
21:55	27000	15	81 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
22:00	27000	15	82 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
22:05	27000	15	83 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
22:10	27000	15	84 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
22:15	27000	15	85 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
22:20	27000	15	86 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
22:25	27000	15	87 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
22:30	27000	15	88 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
22:35	27000	15	89 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
22:40	27000	15	90 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
22:45	27000	15	91 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
22:50	27000	15	92 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
22:55	27000	15	93 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
23:00	27000	15	94 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
23:05	27000	15	95 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
23:10	27000	15	96 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
23:15	27000	15	97 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
23:20	27000	15	98 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
23:25	27000	15	99 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.
23:30	27000	15	100 00-17 20 50 E. The aircraft made a turn to the left of the line of flight.

PART B (on reverse) to be completed according to relevant pro-forma in HQ. R.A.F. WRE Instruction 34

137/1400 (1-4)

(130)

B A observed by ...
see A for S/C

B C - ...

B D - ...

B D

B E A very heavy ...
all ... of ...
S/C observed ...
... to be ...
... S/C on ...

B F None

B G

B H ...
...
...
...
...
...
...

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U.S. Operations Lydda
H.Q. 205 Group R.A.F.

RAF Form 412A

Sheet No.	Oprep. Ref. No.	Date	Squadron
Type of Aircraft	B. 21D	Sept. 13/42	1 P.B.G.
Aircraft No.	10	Captain	1st Lt. G.B. Whitlock
Aircraft Letter	T	Crew	1st Lt. John Medford
Time Up	1707		1st Lt. D. Siwelfare
Time Down	0415		S/Sgt. T.A. Smith
Total Time	11:08		S/Sgt. J.L. Barinam
			Col. P.W. Spaulding
			Sgt. H.S. Pomeroy
		Acrodrome or L.O.	L. 1000

Type of Cloud	Sc Low cum	Map or Chart	
Amount of Cloud	sc	Reference	
Base of Cloud			
Visibility	9000 but very dark at night		
General Weather	9000		

Task or Duty *B.G.* *700500 - 1127D*

Time	Height	Place	Narrative
2227	2150		nothing on way out
2250	2150		made 3rd turn on S.L. 1st Lt. G.B. Whitlock
2300			made 4th turn on S.L. 1st Lt. John Medford
2310			made 5th turn on S.L. 1st Lt. D. Siwelfare
			made 6th turn on S.L. S/Sgt. T.A. Smith
			made 7th turn on S.L. S/Sgt. J.L. Barinam
			made 8th turn on S.L. Col. P.W. Spaulding
			made 9th turn on S.L. Sgt. H.S. Pomeroy
			made 10th turn on S.L.
			made 11th turn on S.L.
			made 12th turn on S.L.
			made 13th turn on S.L.
			made 14th turn on S.L.
			made 15th turn on S.L.
			made 16th turn on S.L.
			made 17th turn on S.L.
			made 18th turn on S.L.
			made 19th turn on S.L.
			made 20th turn on S.L.
			made 21st turn on S.L.
			made 22nd turn on S.L.
			made 23rd turn on S.L.
			made 24th turn on S.L.
			made 25th turn on S.L.
			made 26th turn on S.L.
			made 27th turn on S.L.
			made 28th turn on S.L.
			made 29th turn on S.L.
			made 30th turn on S.L.
			made 31st turn on S.L.
			made 32nd turn on S.L.
			made 33rd turn on S.L.
			made 34th turn on S.L.
			made 35th turn on S.L.
			made 36th turn on S.L.
			made 37th turn on S.L.
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			made 40th turn on S.L.
			made 41st turn on S.L.
			made 42nd turn on S.L.
			made 43rd turn on S.L.
			made 44th turn on S.L.
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			made 46th turn on S.L.
			made 47th turn on S.L.
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			made 62nd turn on S.L.
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			made 67th turn on S.L.
			made 68th turn on S.L.
			made 69th turn on S.L.
			made 70th turn on S.L.
			made 71st turn on S.L.
			made 72nd turn on S.L.
			made 73rd turn on S.L.
			made 74th turn on S.L.
			made 75th turn on S.L.
			made 76th turn on S.L.
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			made 78th turn on S.L.
			made 79th turn on S.L.
			made 80th turn on S.L.
			made 81st turn on S.L.
			made 82nd turn on S.L.
			made 83rd turn on S.L.
			made 84th turn on S.L.
			made 85th turn on S.L.
			made 86th turn on S.L.
			made 87th turn on S.L.
			made 88th turn on S.L.
			made 89th turn on S.L.
			made 90th turn on S.L.
			made 91st turn on S.L.
			made 92nd turn on S.L.
			made 93rd turn on S.L.
			made 94th turn on S.L.
			made 95th turn on S.L.
			made 96th turn on S.L.
			made 97th turn on S.L.
			made 98th turn on S.L.
			made 99th turn on S.L.
			made 100th turn on S.L.

PART B (on reverse) to be completed according to relevant proforma in H.Q. R.A.F. M.P. Instruction 34.

BA - V. 1000

S/L

BB - W. 100 to 1200 L.T.

BC - Individual in 5th row of 1000
 Port of G.P. in IV TD from B. 1000
 to release - placed in 5th row of 1000
 made in 1000 - last 2 for decision

BD - No doubt knots around No for
 about

BE - A/A - Out last a dozen long gone -

S/L - Circled around A/A - about IV

A/A in middle. Ground level

16 to 20, 11 to 12 (B/V ref)

No E/A

BF - No contacts

BG - No photographs

BH - Ground lights around in foreground
 from Ruyter to D. 1000

THIS PAGE IS

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U.S. Operations Lyda
H.A. 205 Group H.A.A.

SCORING PRIC

Form 117A

Sheet No. _____ Op. Ref. No. _____ Date: 10/12/42 Squadron: P.B.C.

Type of Aircraft: B-24D

Aircraft No.: 16

Aircraft Letter: M

Time Up: 14:04

Time Down: 14:00

Total Time: 11:56

Type of Cloud: Scattered to

Amount of Cloud: 3/10 to 10/10

Base of Cloud: 5000

Visibility: 10 mi - direct sun

General Weather: Cloudy

Task or Duty: B-24D

Capt. J. W. Gilbert
1st Lt. J. J. Kidd
Crew
Sgt. H. R. Ballantine
Sgt. J. Walker
Op. J. Kaminski
Sgt. J. Pickett

Aerodrome or L.S. 17000

Map or Chart
Reference: B/2

Time	Height	Place	Narrative
1604		Lyda T.O.	Nothing in way
2130	21000	Lyda	Target area - 1st
2130	21000	"	First run
2130	21000	"	Last run
2130	21000	"	See activity and T.O.
2130	21000	"	in way
2130	21000	"	Lyda

PART B (on reverse) to be completed according to relevant pro-forma in HQ RAAF. MHE Instruction 31.

137/GHQ/7, 100/1-12

1103

- A. [illegible]
- B. [illegible]
- C. [illegible]
- D. [illegible]
- E. IHA [illegible] [illegible] [illegible]
 [illegible] [illegible] [illegible] [illegible] [illegible]
 as before a S/L [illegible] [illegible] [illegible]
- F. [illegible]
- G. [illegible]
- H. [illegible] [illegible] [illegible] [illegible] [illegible]
 [illegible] [illegible] [illegible] [illegible] [illegible]
 [illegible] [illegible] [illegible] [illegible] [illegible]
 [illegible] [illegible] [illegible] [illegible] [illegible]
 [illegible] [illegible] [illegible] [illegible] [illegible]
 [illegible] [illegible] [illegible] [illegible] [illegible]
- I. [illegible]
- J. [illegible]
- K. [illegible]

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 U.S. Operations Lydda
 H.Q. 205 Group R.A.F.

SORTIE
 (P.N.A.)

RAAF Form 117A

Sheet No. _____ Oprens Ref. No. _____ Date: Sept 13/42 Squadron: 10 B.G.

Type of Aircraft: B-24D

Aircraft No. 12

Aircraft Letter: K

Captain: Capt. P. J. Long
 1st Lt. J. A. Emens
 2nd Lt. A. W. Postelle
 Sgt. Del. Messier
 Sgt. B. W. Burgin
 Sgt. R. V. Madson
 Sgt. C. A. Griggs
 Sgt. A. G. Hall

Time Up: 1700

Time Down: 1700

Total Time: 03:20:15

Aerodrome or L.O.:

Type of Cloud: Scat. Cl.

Amount of Cloud: 5/10

Base of Cloud: 5000 ft

Visibility: 6 miles

General Weather: Clear

Map or Chart:

Reference:

Task or Duty: Bombing

9:45:00 L.S. 10:15:00

Time	Height	Place	Narrative
22:10	21,500	B-4	Many bombs were dropped
22:15	21,500	B-4	Many bombs were dropped at other 10th AF bases. Tracks following main axis. Targets
22:20	21,500	B-4	Many bombs were dropped to the E. dropped 2 bombs. The bombs were aimed for 10th AF. Smoke of parachute visible.
22:25	21,500	B-4	Many bombs were dropped. Bombs dropped 2 miles east from last seen aircraft. 30 bombs. No bombs or parachute seen coming to ground.

PART B (on reverse) to be completed according to relevant problems in HQ RAAF NZ Instruction 21

7/10/42

2100

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U.S. Operations Lydda
H.Q. 205 Group R.A.F.

RAAF Form 117A

SORTIE

Sheet No. _____ Op. Ref. No. _____ Date Sept 15/42 Squadron 1st B.G.

Type of Aircraft B-24D
Aircraft No. 21
Aircraft Letter R.

Captain 1st Lt. E. A. Crouchley
1st Lt. J. P. Williams
1st Lt. M. O. Hutt
1st Lt. V. Flynn
Sgt. J. O. Sada
1st Sgt. H. Komurka
Op. Sgt. J. Harp
Sgt. R. Alexander

Time Up 1705
Time Down 1704:15
Total Time 1:05

Aerodrome or L.O. Lydda

Type of Cloud Is forecast
Amount of Cloud
Base of Cloud
Visibility
General Weather

Map or Chart
Reference

Task or Duty Bombing

Time	Height	Place	Narrative
1705		Lydda	T.O.
1758	15000	B.G.	Nothing seen from 15000 ft. - lost sight of Lydda
1845			5th wave - Chased 2 waves from Tahira - 1 wave from Heavy A/A - 1 wave from
1845			

PART B (on reverse) to be completed according to latest instructions from the instruction

17/01/01/15/05/42

6

11/1/42

THIS PAGE IS UNCLASSIFIED

R.A. Form 86A
S.578A (Naval)

MESSAGE

Office Staff No.

Call IN
and
Preface OUT

No. of
Groups
GR

Office Date Stamp

(Above this line for Signals use only)

TO AFSAF

FROM I.P.C.

Originator's Number

Date

Year/Mo

Number and Date

(Write horizontally)

1. 02	0240	Entered	0240	0240	0240
2. 03	0240	To	0240	0240	0240
3. 04	0240	0240	0240	0240	0240
4. 05	0240	0240	0240	0240	0240
5. 06	0240	0240	0240	0240	0240
6. 07	0240	0240	0240	0240	0240
7. 08	0240	0240	0240	0240	0240
8. 09	0240	0240	0240	0240	0240
9. 10	0240	0240	0240	0240	0240
10. 11	0240	0240	0240	0240	0240
11. 12	0240	0240	0240	0240	0240
12. 13	0240	0240	0240	0240	0240
13. 14	0240	0240	0240	0240	0240
14. 15	0240	0240	0240	0240	0240
15. 16	0240	0240	0240	0240	0240
16. 17	0240	0240	0240	0240	0240
17. 18	0240	0240	0240	0240	0240
18. 19	0240	0240	0240	0240	0240
19. 20	0240	0240	0240	0240	0240
20. 21	0240	0240	0240	0240	0240
21. 22	0240	0240	0240	0240	0240
22. 23	0240	0240	0240	0240	0240
23. 24	0240	0240	0240	0240	0240
24. 25	0240	0240	0240	0240	0240
25. 26	0240	0240	0240	0240	0240
26. 27	0240	0240	0240	0240	0240
27. 28	0240	0240	0240	0240	0240
28. 29	0240	0240	0240	0240	0240
29. 30	0240	0240	0240	0240	0240
30. 31	0240	0240	0240	0240	0240
31. 32	0240	0240	0240	0240	0240
32. 33	0240	0240	0240	0240	0240
33. 34	0240	0240	0240	0240	0240
34. 35	0240	0240	0240	0240	0240
35. 36	0240	0240	0240	0240	0240
36. 37	0240	0240	0240	0240	0240
37. 38	0240	0240	0240	0240	0240
38. 39	0240	0240	0240	0240	0240
39. 40	0240	0240	0240	0240	0240
40. 41	0240	0240	0240	0240	0240
41. 42	0240	0240	0240	0240	0240
42. 43	0240	0240	0240	0240	0240
43. 44	0240	0240	0240	0240	0240
44. 45	0240	0240	0240	0240	0240
45. 46	0240	0240	0240	0240	0240
46. 47	0240	0240	0240	0240	0240
47. 48	0240	0240	0240	0240	0240
48. 49	0240	0240	0240	0240	0240
49. 50	0240	0240	0240	0240	0240
50. 51	0240	0240	0240	0240	0240
51. 52	0240	0240	0240	0240	0240
52. 53	0240	0240	0240	0240	0240
53. 54	0240	0240	0240	0240	0240
54. 55	0240	0240	0240	0240	0240
55. 56	0240	0240	0240	0240	0240
56. 57	0240	0240	0240	0240	0240
57. 58	0240	0240	0240	0240	0240
58. 59	0240	0240	0240	0240	0240
59. 60	0240	0240	0240	0240	0240
60. 61	0240	0240	0240	0240	0240
61. 62	0240	0240	0240	0240	0240
62. 63	0240	0240	0240	0240	0240
63. 64	0240	0240	0240	0240	0240
64. 65	0240	0240	0240	0240	0240
65. 66	0240	0240	0240	0240	0240
66. 67	0240	0240	0240	0240	0240
67. 68	0240	0240	0240	0240	0240
68. 69	0240	0240	0240	0240	0240
69. 70	0240	0240	0240	0240	0240
70. 71	0240	0240	0240	0240	0240
71. 72	0240	0240	0240	0240	0240
72. 73	0240	0240	0240	0240	0240
73. 74	0240	0240	0240	0240	0240
74. 75	0240	0240	0240	0240	0240
75. 76	0240	0240	0240	0240	0240
76. 77	0240	0240	0240	0240	0240
77. 78	0240	0240	0240	0240	0240
78. 79	0240	0240	0240	0240	0240
79. 80	0240	0240	0240	0240	0240
80. 81	0240	0240	0240	0240	0240
81. 82	0240	0240	0240	0240	0240
82. 83	0240	0240	0240	0240	0240
83. 84	0240	0240	0240	0240	0240
84. 85	0240	0240	0240	0240	0240
85. 86	0240	0240	0240	0240	0240
86. 87	0240	0240	0240	0240	0240
87. 88	0240	0240	0240	0240	0240
88. 89	0240	0240	0240	0240	0240
89. 90	0240	0240	0240	0240	0240
90. 91	0240	0240	0240	0240	0240
91. 92	0240	0240	0240	0240	0240
92. 93	0240	0240	0240	0240	0240
93. 94	0240	0240	0240	0240	0240
94. 95	0240	0240	0240	0240	0240
95. 96	0240	0240	0240	0240	0240
96. 97	0240	0240	0240	0240	0240
97. 98	0240	0240	0240	0240	0240
98. 99	0240	0240	0240	0240	0240
99. 100	0240	0240	0240	0240	0240

This message must be sent AS WRITTEN and may be sent by W/F.

This message must be sent IN CYRIL and may be sent by W/F.

Originator's Instructions - Degree of Priority

TIME OF ORIGINAL

(Originator to insert "NOT" if message is not to be sent over any part of the route. (Below this line for Signals use only))

System	Time	Reader	Sender	System	Time	Reader	Sender	System	Time	Reader	Sender

The Signal Department is responsible that these details are transferred to the appropriate portion of the message form and that all possibility of compromising disintegrating signals etc. by emitting to remove their identification from the address, etc., avoided. Below delivery of the message these details are to be re-inserted in P/L.

MISSION

4-8

11th September, 1942.

To:- Commanding General, Headquarters, U.S.A. M.E.A.F.

1. Enclosed are Sortie Reports of Mission No. 48, of the 1st Provisional Bombardment Group - attack on Benghazi, September 13th, 1942.

2. The following is confirmation copy of telegraphic summary of this mission which was filed to you at 0631 hours L.T. September 11th, 1942.

C O P Y

To:- Commanding General; U.S.A.M.E.A.F.

From:- 1st Provisional Bomb Group. 520 11.9.42. MOST SECRET

Mine B. 240's bombed shipping Benghazi Harbor 2120 to 2345 L.T. Target obscured - bombs dropped on battery of searchlights and A.A. No results observed. Altitude 20,000 to 22,500. One aircraft landed Kilo 40. No knowledge results this aircraft. Bomb load 36,000. Total operation hours 93 hours 14 minutes. These figures minus aircraft at Kilo 40. A.A. heavy. No E/A.

TIME OF ORIGIN: 0620
RECD BY CYPHERS: 0645
SENT TO SIGNALS: 0718
RECD BY SIGNALS: 0731
RECD BY CHIEF: 0845

PAUL S. ZUCKERMAN,
Major A.A.F.
Group S.2.

KH/DKE.

SECRET.

M.E.I.U. PHOTOGRAPHIC INTERPRETATION REPORT No 2019.PHOTOGRAPHS:

1st P.B.G. Camera	D5	16.9.42	1355 hrs.	25,000'	F/20"	oblique.
"	E.	"	"	"	F/14"	"
"	H22	"	"	"	F/14"	1:19700.
"	R20	"	"	"	F/14"	1:19700.
Verticals and obliques.						
No 159 Squadron	" YB	"	1839hrs	16,200'	F/14"	1:18900.
"	WD	"	"	16,500'	F/14"	1:18900.
"	GM	"	"	17,000'	F/8"	1:22000.

LOCALITY: BENGHASI Harbour.Print No.

References are to RAF Target Map B/2.

DETAILS OF ATTACK. Not given.

BOMBING RESULTS. Photographs taken during an attack by 1st P.B.G. U.S.A.A.F. and No 159 Squadron R.A.F. on shipping BENGHASI Harbour.

A direct hit is seen on the forward end of a LERICI class M/V moored at G/23. Another bomb of the same stick scored a hit or very near miss on the same vessel amidships. Later photographs show smoke issuing from the hatches forward of the bridge; the fire appears well established.

H5.
H6,7,EL.
R5,4,5.
DL,2,XB1,
WD1,2.
GM21-24.

There are other bursts which may have damaged shipping near them in the harbour, but no other direct hits are seen, except perhaps one possible burst between wreck HARRY and the LERICI class M/V at G/H. 28. No damage to this vessel is visible.

Three bursts on shore are seen at J42, but the photographs do not permit assessment of damage.

H4.

A possible cloud of smoke appears to be issuing from a point near the end of the CATHEDRAL MOLE (AA 48). No bomb bursts in the area are photographed.

WD2.

DL,2.

SHIPPING MOVEMENTS. A torpedo boat 200/250' has arrived since 12.9.42, and is seen berthed alongside the Outer Mole at E.23. No other shipping change of importance has occurred since 12.9.42 (P.I.R. No 1993).

/8/

for Wing Commander,
Commanding,
MIDDLE EAST INTERPRETATION UNIT.

DISTRIBUTION:

K - E (11)

1 copy to S.I.O. 205 Group for transmission to 1st P.B.G. U.S.A.A.F.
1 extra copy to S.I.O., H.Q., R.A.F., M.E.

ADVANCED AIR FORCE
U.S. ARMY AIR FORCE
BENTON, ARK.

A. Form B No. 10.

B. Date of Attack: 10th September 1942.

C. BENGHAZI harbor is still acting as a receiving port of vital supplies. There are two tankers and two M/V's in the harbor. The primary target is a 4500 ton tanker. Using map B/2 position of tanker is D-3. Secondary target two ships; one M/V alongside tanker to the right of M/V is a small 2000 ton tanker. Positions on map E-4 and E-6. Last target: 6500 ton M/V at D-8. (say the 4500 ton tanker is still full of cargo, therefore, it is the primary target. Alternate Target is town of BENGHAZI.

D. AIRCRAFT: Nine (9) B-24D's of 93rd Group, nine (9) B-24D's of 1st Provisional and nine (9) Liberators of 166 Squadron will participate.

E. FUEL LOADS: Normal load of 1000 lb. OF bombs, fused .12 tail delay.

F. FLIGHT AND ROUTE OUT: The flight from the 93rd will be over AGIR at 8,000 feet at 0810 hours. The nine aircraft from Lydia will be over AGIR at 1200 feet at 0810 hours. 166 Squadron's flight will be in the air and formed up at 0810 hours at 8,000 feet. The 166A flight will lead the entire eighteen planes. ALL AIRCRAFT WILL BE IN POSITION AND LEAVE AGIR AT 0810 HOURS.

The route will be from AGIR thru the Hammad corridor to a Point South of the battle line (29 deg. 40N, 28 deg. 00E) and from this point to the TARGET, direct.

G. ROUTE BACK: The return route will be the same as the route out. BENGHAZI to a point South of the battle line (29 deg. 40N, 28 deg. 00E) and from this point to FAYID. Between this point and FAYID all aircraft commanders will check their fuel very carefully and before reaching FAYID communicate with their unit leader (Flight Commander) whether or not they will be able to continue past FAYID to their home airbases. IF THERE IS ANY DOUBT, WHATSOEVER, IN THE MIND OF ANY COMMANDER ABOUT HIS ABILITY TO REACH HIS HOME STATION HE IS TO LAND AT FAYID. Lt. Col. WILL, ALSO, BE AVAILABLE IF ANY AIRCRAFT COMMANDER IS IN DOUBT OF REACHING FAYID WITHOUT AMPLE RESERVE. BOTH 224 AND FAYID WILL BE REACHED.

H. TIME OVER TARGET: ALL THREE UNITS WILL BE OVER TARGET AT 1400 HOURS.

I. HEIGHT OVER TARGET: At discretion of C.O.'s., but it is suggested that a minimum of 15,000 feet be used as the A/A is still rather heavy.

J. SEQUENCE OF ATTACK: The three planes of each element will bomb together, making only one run with bombs set at 75 foot intervals.

K. SIGNALS AND NOTICES: Standard - with special care being given to Delta radio beacon positions, I.M.F. off and on at specified KOL and identification not later than 0810 hours.

L. ADDITIONAL INSTRUCTIONS: Photographs will be taken. From battle line to target and return formations, within the element, will be flown in what is termed "Baker" formation. Flights will remain separate units, but act as a whole with the 1st Provisional flight in line. AIRCRAFT WILL BE IN THEIR POSITIONS AT ALL TIMES. Entire trip should not take more than approximately 10 hours.

J. Kallman
J. KALLMAN,
MAJOR, A.A.F.

16 September 1942

HEADQUARTERS, 11th AERIAL CORPS, BOSTON
U.S. ARMY AIR FORCE, BOSTON, MASS.
11th AERIAL CORPS, BOSTON, MASS.

ANNEX . . . No. 1)
OPERATIONS ORDER
NUMBER . . . 18)

1. Following is the take-off time of B-24D airplanes
from rear bases:

S/C NO	PILOT	TIME OF TAKE OFF
21	Captain Wilkinson	0727
22	Lt. Col. McGuire	0734
20	Lt. Clark	0738
16	Captain Toomey	0739
5	Captain Adams	0741
10	Lt. Soukup	0750
17	Lt. Wilcox	0755
24	Captain Penlin	0756
12	Captain Blumhorm	0757

2. B-24D airplane No. 12, piloted by Captain
Blumhorm, failed to take off due to nose wheel failure.

By order of Lt. Colonel McGuire:

Paul F. Davis
PAUL F. DAVIS
Major, AAF
Operations Officer,
Rear Base.

Paul F. Davis
OFFICIAL
PAUL F. DAVIS
Major, AAF
Operations Officer,
Rear Base.

PAUL E. DAVIS,
Major, AAF,
Operations Officer.
Host Base.

PAUL E. DAVIS,
Major, AAF,
Operations Officer.
Host Base.

ORIGINAL: *Long 4-10-42*

By order of Lt. Colonel M. L. H.

1. Lt. Colonel Macquire will be in command of the flight and lead the first element.
2. Captain Dooney will be second in command and lead the second element.
3. Captain Macquire will be third in command and lead the third element.

4. All be on during the entire mission except when over the target. All identify themselves when crossing the 28th meridian and when 100 miles off the coast of Palestine coming eastward.

5. Planes will be bombed and serviced with fuel at this station. The fuel tank will be full with tanks and one full bomb bay tank. Pilots are to check their fuel supply on the return trip before reaching the home station. There is any doubt in the pilot's mind about reaching the home station, he is to land at DAVIS. L.C. 224 will also be available if there is not enough fuel to reach DAVIS.

6. The bomb load will be five British 1000 lb G.P., 12 tail fin bombs will be dropped in one run together by the three planes in each element from 15,000 (minimum) with bombs set at 75 foot intervals. Photographs will be taken from the battle line to the target.

7. The bomb group will lead the flight to target. 28th Bomb Group and lead the flight to target. 28th Bomb Group and lead the flight to target. 28th Bomb Group and lead the flight to target. 28th Bomb Group and lead the flight to target.

8. Base: 28°40'N 28°00'E - Base via David.

9. Base: 28°40'N 28°00'E - direct to target.

10. Base: 28°40'N 28°00'E - direct to target.

11. Five B-24 airplanes from the 1st Squadron will attack and destroy the target at 1400 hours tonight.

12. Five B-24 airplanes from the 28th Group will rendezvous over Lydda at 2,000 feet, attaching themselves to the Lydda unit and following them to the target. All aircraft should be assembled at 0815 hours.

13. The primary target tonight is a 4,500 ton tanker. Secondary target is a 2,000 ton tanker. The last target is a 6,500 ton motor vessel at D-6. Only the 4,500 ton tanker is still full of cargo, therefore it is the primary target. The alternate target is the town of Haifa. The primary target tonight is a 4,500 ton tanker. Secondary target is a 2,000 ton tanker. The last target is a 6,500 ton motor vessel at D-6. Only the 4,500 ton tanker is still full of cargo, therefore it is the primary target. The alternate target is the town of Haifa.

14. Four sections of ammunition, 12,000,000 rounds, colored.

15. Also 1/2 - 12,000,000 rounds, colored.

16. Also 1/2 - 12,000,000 rounds, colored.

17. Also 1/2 - 12,000,000 rounds, colored.

18. Also 1/2 - 12,000,000 rounds, colored.

19. Also 1/2 - 12,000,000 rounds, colored.

15 September 1942

CDR, 1ST MAF, FORT BELLE, HONOLULU, HAWAII
 PASS TO: SELE (REF ID: A66511)
 ADDRESSED TO: 2C GROUP, MATRUH, 1ST FB GROUP, 98TH HB GROUP
 FROM: 242 WING
 INTS/68 16/9
 SECRET OPSUM EVENING SEPT/68
 NINE LIBERATORS 159 SQDN SHIPPING BANGHAZI. A/C "C" US
 PRIOR TAKE OFF. A/C "J" ABANDONED TASK BUT ATTACKED
 MERSA MATRUH. CLAIMS DIRECT HIT P.P. 7. M/25 PHOTO CONFIRMS
 6 A/C LOCATED AND ATTACKED SHIPPING. ALL BURSTS OBSERVED IN
 SEA NORTH AND NORTH WEST OF OUTER MOLE. A/C "G" LANDED AT FAHID
 OTHER SQDNS BURSTS OBSERVED IN HARBOUR. NO DIRECT HITS
 SEEN. HEAVY FLAK LATE IN ACTION AND INACCURATE. NO LIGHT
 FLAK. TWO A/C TOOK OFF FROM BERCA NO INTERCEPTION. NUMEROUS
 SHIPS IN HARBOUR NO DETAILED OBSERVATION. FIVE SEAPLANES
 OBSERVED INNER HARBOUR. A/C "J" REPORTS 3CC MTAT
 745229 AT 1115 LT. LESSER CONCENTRATIONS MT AT APPROX
 766215 AT 1125 LT. ONE WELLINGTON OBSERVED ON GROUND AT
 3015N 3000E AT 1730 HRS. 1400/1402 LT. 16/17000. 36X1000
 GP 12TD. BENGHAZI. A/C "J" MATRUH 1238LT.
 11,000. 6X1000 GP 12TD. WEATHER GOOD. TOTAL HRS FLOWN
 74.27. 2115/160. UGM VA
 TOR 2220 LT WSB VA

Ba note 5

Bb 1355-56

Bc note 5

Bd 11

Be no ac over target. 14 at a a down
after clearing target

Bf 11

Bg 5 to 6 photos

Bh 15 mis N.E. Ringhoy observed
large RV about 50 feet off shore
Also saw airport 10 miles E-N.E.
of target. Counted 24 single
engine planes. Saw what looked
like pumping station 4 or 5 miles
East of target. Took photos.

Saw 2 a/c close to water on approach
to target. Flying same course.

H.Q. U.S. Operations Lydda
H.Q. 205 Group R.A.F. M.E.

RAF Form 249

Sheet No.	Oper. Ref. No.	Date	Squadron
Type of Aircraft	B: 24B	Sept. 16/42	P.B.C.
Aircraft No.	20	Captain	1st Lt. W. Clark
Aircraft Letter		Crew	1st Lt. J.B. Clayton
			1st Lt. R.W. Helms
			Sgt. G.D. Knox
			Sgt. Morgan
			Sgt. J. Cook
			Sgt. J. Nappl
Time Up	0738	Aerodrome or L.O.	
Time Down	1132	LYDDA	
Total Time	1152		

Type of Cloud	4 to 5/100 at 3000	Map or Chart	
Amount of Cloud	feet on way out	Reference	
Base of Cloud	none at target		
Visibility	good		
General Weather			

Task or Duty Shipping Benghazi 5 x 1000 G.P. 12 T.D.

Time	Height	Place	Narrative
1345	23000		nothing observed on way out
1355	23000		sighted target
			made run on large vessel
			4 to 5 F (B2) released 6 in
			train 75 ft intervals saw
			one bomb hit on large vessel follow
			by large cloud greyish black smoke
			observed bombs of other A/c in
			1st element at 94 (B2) and P 5
			(B2) near large vessel at F-6
			3-4 (B2)
			This A/c was too far to left of
			element to bomb then target

PART B (on reverse) to be completed according to relevant proforma in H.Q. R.A.F. M.E. Instruction 34.

17/01/42 P. 1,500,000/4-12

PTO

BA see note 5

BB 1355-1357

BC note 5

BD 1

BE BA Practically none - 2 flashes
seen after board release. No a for
shells seen.

BF 1

BG no photo

BH nothing observed on way home

NO BA observed

Dist. H. Q. U.S. A.A.F. Lydda
U.S. Operations Lydda
H.Q. 205 Group B.A.F.

RAF Form 1

REPORT

Sheet No.	Oprep. Ref.	Date Sept. 16/42	Squadron 1 P.B.G.
Type of Aircraft B. 24D		Captain Capt. J.W. Wilkinson	
Aircraft No. 21		1st Lt. I. Foster	
Aircraft Letter R		Crew 1st Lt. W.O. Mally	
		Sgt. L.A. Whitley	
		Sgt. R.R. Taylor	
		Cpl. J. Troyanowski	
		Sgt. C.F. Sulmon	
Time Up 0727			
Time Down 1915			
Total Time 1148			
		Aerodrome or L.O. LYDDIA	

Type of Cloud Sh cum 3/10 5/10	Map or Chart
Amount of Cloud from mile to target	Reference
Base of Cloud 4000 ft	B/2
Visibility excellent	
General Weather good	

Task or Duty Shipping Benghazi 5 x 1000 G.P. 12 T.D.

Time	Height	Place	Narrative
1340	22800		#2 in 2nd observation Arrived target area at 1340. Without exception of formal and informal border to make individual run on target. Approached target to NN East - NW - medium alongside wreck Hav. (B.25) at 5.45 F (B.2) In train 70 ft with 1000 lb bomb bombardment west side of Hav. Other aircraft at 1000 ft. Brown smoke from vessel presumed to be target. Route from other 4/2 observed Area H.5 (B.2) No results observed

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. RAF/AE Instruction 34.

3A - Large vessel at 1200 hrs. (0.10.10)
 MVs at 5 F. (0.10.10)
 One MV observed LV at 46 (0.10.10)
 BB - 1355 L.T.

BC - Attached at 1200 - V. 4 Ship
 damaged elements 5 x 1000 lb. British G.P.
 IV T.D. fire. Made run in direction of
 80° dropped down in turn at 80°

BD - Stick of the A/C observed to hit down
 of MV observed LV at 46. 4 down in
 water and 5th down in water. Several
 observed. The vessel appeared to be
 under

BE - 4 puffs of A/A observed in first 6 min
 when the A/C was No F/A.

BF - No casualties

PG - Possible photo taken

BH - No further

THIS PAGE IS UN

1st. H.Q. U.S.A. F. 1st. H.Q.
U.S. Operations Lydda
H.Q. 205 Group R.A.F. (A)

R.A.F. Form 411

Sheet No.	Oprep. Ref.	Date	Squadron
		Sept. 16/42	1 P.B.C.
Type of Aircraft	B. 24D	Captain	Captl R.I. Paullin
Aircraft No.	24	Crew	1st Lt. Bereton
Aircraft Letter	W		1st Lt. T.A. Shumaker
			S. Sgt. E.R. Sparks
			S. Sgt. R.T. Wysong
			S. Sgt. T.A. Dehaven
			Sgt. B.C. Luton
Time Up	0757		
Time Down	1925		
Total Time	11 hrs 28		
		Aerodrome or L.O. <u>Lydda</u>	

Type of Cloud	Blue 280 ft. Cumulus	Map or Chart	
Amount of Cloud	Cumulus at 2800 ft.	Reference	CS/V
Base of Cloud	Unlimited over target		
Visibility			
General Weather			

Task or Duty Shipping Benghazi 5 x 1000 G.P. 12 T.D.

Time	Height	Place	Narrative
0757		Lydda	T.D. Duty performed in way out
1255	23000	Benghazi	Made run approx 80° This A/C #1 in 1st diamond consisting of 4 ships
1730			Scattered clouds observed at point - 2500 ft. 17 miles from L.O.
1925		Lydda	landed

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

57/011 2P/1,500,000/1-43

P.T.O.

THIS PAGE IS

B A not
B B 1355-6
B C no photo
B D ~~no photo~~
B E no photo
B F not
B G no photo
B H not

no photo

R.A.F. FORM

SA - 7 MVS & SF (North and Centre Mole)

1 LV & Mole Station (East side) 1 LV

at the end of Centre mole + land

BB - 13.55 2 -

BC - The A/C was #1 ship in red 4-5 kg
element. Galtale N 500 - 5 x 1000 lb

British G.P. IV Tail Deling from Bomb
dropped in front of 75 Centre

BD - One strike of bombs seen to shudder
and was at approx 75 Centre to
shudder into water & BF and strike into
MVS & Centre mole observed to be hit
but no knowledge of what ship's bomb
Saw bomb from the Ave walking in
the MVS. LV & Mole Station observed
to be in for and out of landing

BE - Some puffing of air observed later behind
the formation. Observed British (179 Squadron)
to be in front of long A/A. No E/A
attached the formation. E/A observed
taking off from and over south of BG

BF - No commeter

BG - 5 oblique photographs taken as they A/C
left target

BH - No reminder

THIS PAGE

Dist. H.Q. U.S. A.A.F. L.H.

U.S. Operations Lydda

H.Q. 205 Group R.A.F.

SOME REPORT

(P.H.A.)

R.A.F. Form 41

Sheet No.	Oprep. Ref. No.	Date Sept. 16/42	Squadron 1 P.B.C.
-----------	-----------------	------------------	-------------------

Type of Aircraft B. 24D

Aircraft No. 16

Aircraft Letter

Time Up 0739

Time Down

Total Time

10:16

Capt. J.M. Toomey
 1st Lt. F.H. Woltman
 2nd Lt. Siottee
 2nd Lt. Flynn
 Sgt. A.C. Montgomery
 Sgt. O.C. Hundley
 Sgt. R.A. Block
 Sgt. O.C. Street

Aerodrome or L.O.

Type of Cloud

Amount of Cloud

Base of Cloud

Visibility

General Weather

Map or Chart

Reference

Task or Duty Shipping Benghazi

5 x 1000 G.P.

12 T.D.

Time	Height	Place	Narrative
0739		Lydda	T.O.
1355	2000	Benghazi	Unidentified in air
1810		Fayal	Landed & refueled
1915		Fayal	T.O. for Lydda
2030		Lydda	Landed

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34

67/CH 271,500,000/4-42

P.T.O.

BA - One MV at Outer Mole - Obs in Day
 Skye - V MV at Central Mole out to
 Hazy - 6 ships scattered in Skye (center)
 V. level - 4 miles

BB - 13 SS LIT Mole Pen

BC - The A/S 4th ship in yard observed
 V. observed several Central Mole
 5 x 1000 lb. Bomb at Gap - MV TD from
 Points released immediately from
 in direction light showed fuel to
 release Pen made a landing of approx 80

BD - One observed observed to strike ship
 V. MV near Central Mole
 Over to Skye Flare of striking debris
 observed in large flock and heavy smoke
 (black in billowing mass) observed for
 15 miles away from target. Wreckage
 given observed that ship do not
 need to Outer Mole (8 E May 13V). Smoke
 observed 3 lines of smoke around the ship.
 Splashes of debris seen in middle of Skye
 (East of Cathedral Mole).

BE - No A/A w E/A observed

BF - No contacts

BG - 3 w H for time loss

BH - Observed in A/c observed in ground
 approx 35 miles NE of R. finger

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DIST. H.Q. U.S. B. A. F. M. F.
U.S. Operations Lydda
H.Q. 205 Group R.A.F. **SOME REPORT**
(P.H.A.)

R.A.F. Form 4-1

Sheet No.	Oprep. Ref. No.	Date	Squadron
		Sept. 16/42	1 P.B.C.
Type of Aircraft	B. 24D	Captain	Capt. H.E. Adams
Aircraft No.	5	1st Lt.	L. Parker
Aircraft Letter		Crew	Capt. R.B. Kirkaldy
			S. Sgt. H.F. Orris
			Sgt. D.W. Waters
			Col. J.R. LaRue
			Col. R.O. Woody
Time Up	0741	Aerodrome or L.O. <i>L/O</i>	
Time Down	1915		
Total Time	11:34		

Type of Cloud	<i>7/10 to 4/10 clouds</i>	Map or Chart	
Amount of Cloud	<i>en route to 28° E</i>	Reference	
Base of Cloud	<i>Scattered cumulus at 4000 ft</i>		
Visibility	<i>Perfectly clear sky over</i>		
General Weather	<i>perfect</i>		

Task or Duty *Shipping Benghazi* *5 x 1000 G.P. 12 T.D.*

Time	Height	Place	Narrative
0741		<i>Lydda</i>	<i>7:40</i> <i>Nothing heard on way out</i>
1855	<i>14500</i>	<i>Benghazi</i>	<i>Threats from Benghazi</i>
1840	<i>8000</i>	<i>16-505</i>	<i>about 8 miles above Benghazi</i> <i>South and rising during descent</i>
1915		<i>Lydda</i>	<i>Lydda</i>

PART B (on reverse) to be completed according to relevant proforma in HQ R.A.F. M.F. Instruction 31.

(27/01/42) 1,500,000/4-12

P.T.O.

THIS PAGE IS

H.Q. D.F.A.F. M.E.
U.S. Operations Lyde
H.Q. 205 Group R.A.F. SCHEME REPORT
(Part A)

RAAF Form 1

Sheet No.	Opren. Ref. No.	Date	Squadron
		Sept. 16/42	1 P.B.C.
Type of Aircraft	B. 24D	Captain	Lt. Col. C.F. McGuire
Aircraft No.	22	Crew	1st Lt. O.E. Patterson
Aircraft Letter			1st Lt. A.V. Hopkins
			Sgt. L.D. Walters
			Sgt. R. Kessler
			Sgt. H.C. Vanness
			Cpl. J.J. Beatty
Time Up	0734		
Time Down			
Total Time	79.25	Aerodrome or L.O.	Lyde

Type of Cloud	NICK Delta 5/10	Map or Chart	
Amount of Cloud		Reference	
Base of Cloud	2000 ft		
Visibility	Good		
General Weather	Good		

Task or Duty Shipping Benghazi 5.3.1000 G.P. 12 T.D.

Time	Height	Place	Narrative
13.55	23000	N.C.	Nothing of interest seen in sky. First hinder down from behind. Last down for fuel and in V 6.4. Looking N.W. 6.4. 1st Lt. O.E. Patterson as 1st Lt. A.V. Hopkins This time they were seen to be on line at Base made some observation inside they kept off. 1st Lt. O.E. Patterson 1st Lt. A.V. Hopkins down for fuel and in V 6.4. Looking N.W. 6.4. 1st Lt. O.E. Patterson as 1st Lt. A.V. Hopkins

PART B (on reverse) to be completed according to relevant proforma in H.Q. R.A.F. M.E. Instruction 31.

137/011/27/1,500,000/1-12

P.M.O.

THIS PAGE

Ba note

Bb 1355-

Bc note 5

Bd

Be no 4.4 was trapped at observed
bury 5 to 6 minute after the
found

Bf

Bg none

Bh Saw a few small fish in a
damp stream near the
+ took 3 fish

NO E/6

THIS PAGE 7

H.Q. U.S. A.F. M.E.
U.S. Operations Lydda
H.Q. 205 Group R.A.F. (Part A)

R.A.F. Form 1/44

Sheet No.	Oprep. Ref. No.	Date Sept. 16/42	Squadron 1 P.B.C.
Type of Aircraft B. 24D	Aircraft No. 17	Aircraft Letter T	Captain 1st Lt. J.R. Wilcox 1st Lt. R.G. Miller Crew 1st Lt. H.W. Ebert Pvt. K.C. Wyatt S-Sgt. F.S. Moran S-Sgt. J.R. Lavender Sgt. A. Fillipi
Time Up 0755	Time Down 1115	Total Time 1120	Aerodrome or L.O. LYDDA

Type of Cloud none at target	Map or Chart Reference
Amount of Cloud	B/2
Base of Cloud	
Visibility 9 miles	
General Weather 4000	

Task or Duty Shipping Benghazi 5 x 1000 G.P. 12 T.D.

Time	Height	Place	Narrative
1300	2000		<p>Low flying over target area at 3000 feet (0.5 mi. E. of target) Group sent out to search for the ship.</p>
1305			<p>Target found on target HV 1000 G.P. 12 T.D. 7 in. bomb hit right of H.V. (0.5 mi. E. of target) 5 in. (0.5 mi. E. of target) 2 bombs for range 5 x 1000 G.P. 12 T.D. at 11.15 ft interval 3 to 3 bombs hit correct range & several burst flames on H.V. First white smoke then black smoke followed by bright flash vessel observed at 11.20 into anti-aircraft</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34

137/011 27/1,500,000/4-42

P.T.O.

1076

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R.A.P. Form 96A
S.575A (Naval)

MESSAGE FORM

Office Serial No. _____

Call and Preface	IN OUT		No. of Groups GR	Office Date Stamp
------------------------	-------------------	--	-------------------------------	-------------------

(Above this line is for Signals use only.)

TO	FROM	Originator's Number	Date	Yours/Mine Number and Date
----	------	---------------------	------	----------------------------

SHOWY	DATE	POSITION	CH	TAP	
①	NA	REGIMENTAL	CH	1ST	5
FRONT	COPTA	REGIMENTAL	CH	1ST	10
THREE	①	TO	EA	1ST	15
①	DOTS	DROPPED	ADJUTANT	CP	20
.12D	①	OPERATIONAL	1ST	95	
113	15	1ST			3
					10
					3
					3
					60

This message must be sent as written and may be sent by W/T.

Signature _____

This message must be sent as written and may be sent by W/T.

Signature _____

Originator's Instructions, Degree of Priority

OPERATION
EMERGENCY

Time of Origin _____

(Originator to insert "NOT" if message is not to go by W/T over any part of the route. (Below this line is for Signals use only.)

System	Time	Sender	Sender	System	Time	Sender	Sender	System	Time	Sender	Sender

The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising distinguishing signals etc. by omitting to remove their significance from the address, etc. is avoided. Before delivery of the message these details are to be re-inserted in P/L.

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R.A.F. Form 96A.
S.575A. (Naval).

MESSAGE FORM

Office Serial No.

Call IN		No. of Groups GR	Office Date Stamp
Preface OUT			

of Above this line is for Signals use only.

TO:

FROM:

Originator's Number

Exp Date:

44 Years/My No. and Date

2. (Width: horizon only)

(Write horizontal only)				
CO-1A	TEAR	TEAR	HTSS	CU
UNSTER	270	TARGET	AND	DIRECT
INT	CU	HUMINT	HTSS	TARGET
6	20000000-0	INT	HTSS	AT
1-1	TEAR	HTSS	CU	WEEK
HAIR	0000A	VERY	TEAR	HTSS
CU	0000	TOH	LV	AN
EE6	AND	AT	TEAR	CU
DIRECT	INT	CU	8000	TOH
IN	AT	B51	WICH	HTSS
AND	HTSS	REINFORCE	69	CU
AT	HTSS	REINFORCE	69	CU

This message must be sent as written
and may be sent by w/t.
Signature

This message must be sent IN CYTHER
and may be sent by WRT.
Signature

Originator's Instructions^a and Degree of Flexibility

TIME C

*Originator to (insert) *NOT if message is not to go by W/T over any part of the route. (Below this line is for flight enroute)

[illegible]

* The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising distinguishing signals, etc. by omitting to remove their significance from the address, etc., is avoided. Before delivery of the message these details are to be re-inserted in P/1.

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A.F. Form 683

SECRET
CYPHER MESSAGE

To	FIRST PROV GROUP	Date	1-7-9-42
	98 GROUP	Receipt	
From	AFSHE	Time of	
		System	

AF 91

SECRET

Serial No. 156

Request immediately clear complete reports
of yesterday's operations be submitted.
Reports as well as being satisfactory
and complete.

W. H. Zetser
1/10

To 0815/17
Stok 0855/16

EMERGENCY

R.A.F. Form 86A.
S.573A (Naval).

MESSAGE FORM

Office Serial No.

Call IN
and
Preface OUT

No. of
Groups
GR

Office Date Stamp

Most
Secret

TO: AFSAF Repeat Major Kallberg and

FROM: 1 P B C

Eight	B 2 4s	attached	stopping	Benghazi
Harbor	1355	hours	altitude	23000
feet	medium	vessel	at	4 g
map	B 2	sustained	direct	high
and	near	misses	and	large
vessel	at	F 5	map	B 2
was	hit	Wrecked	Harvey	and
George	Map	B 2 (5)	hit	Black
smoke	observed	from	both	vessel
hit	Bomb	load	40000	Total
Operation	time	of 2 hours	13	minutes

This message must be sent as written and may be sent by W/T. Signature

This message must be sent in CIPHER and may be sent by W/T. Signature

Originator's Instructions* Degree of Priority*

TIME OF ORIGIN 2125

T.O.R.

T.M.L.

System in	Time in	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender

* The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising distinguishing signals, etc. by omitting to remove their significance from the address, etc., is avoided. Before delivery of the message these details are to be re-inscribed in P/L.

1st Prov. Bomb Group
Bombardment Group (H)
Batt. Air Force

17th September 1942

To: Commanding Officer, Headquarters, U.S.M.E.A.F.

1. Enclosed are certain reports and photographs of mission No. 19 of the 1st Provisional Bombardment Group - attack on Benghazi, Sept. 16, 1942.

2. The following is confirmation copy of teletypic summaries of this mission, filed to you at 2125 hours U.S. Sept. 16, 1942.

C.O.P.Y.

To: Commanding General, U.S.A.M.E.A.F.

From: 1st Prov. Bomb Group 547 16/9 MOST SECRET

TIME OF
ORIGIN - 2125
TIME RECD
BY SIGNALS -
2222
TIME RECD
BY CAIRO
2255

Eight B-24s attacked shipping in Benghazi Harbor 1355 hours altitude 23000 feet. Medium vessel at 1000 yds B/2 sustained direct hits and near misses and large vessel at 1500 yds B/2 was hit. Wicks Harry and George - B/2(5) hit. Black smoke observed from both vessels hit. Bomb load 40000. Total operational time 92 hours 13 minutes.

To: First Prov. Group 17:9:42

From: A.F.S.A.F.

Request immediately clear complete reports of yesterday's operations be submitted. Reports as submitted very unsatisfactory and incomplete.

To: Commanding General, Headquarters, U.S.M.E.A.F.

From: 1st Prov. Bomb Group. FBC 559 17/9 MOST SECRET

Reference AU 91. Eight B-24s attacked shipping in Benghazi Harbor pattern bombing by flights in train at 75 foot intervals. First flight released bombs 1355. Targets assigned were tanker at B 26, H/V at B 26 and H/V at B 31 in that order of priority. B/2(5) - Crews claim bursts near 1000 yds direct hit on tanker target; very near miss on number two target and direct hit on number three target. Photographs show bursts at 1000 yds near misses on wreck Harry, very near miss on 6000 ton H/V at B 26 and at least one direct hit on 8000 ton H/V at B 31 with fires and smoke resulting. H/V at B 26 obviously not wreck shown in same position on map. A/A negligible. 1st flight increasing on later flights. No B/A seen. Bombs dropped 40000. 17:12:00. Operational time 93 hours 13 min.

For and in absence
of Group S-2

Walter L. Shaw
1st Lieut. A.S.A.F.
Att. Group S-2

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HEADQUARTERS, 1ST AIRBORNE DIVISION, 10TH AIRBORNE DIVISION
U. S. ARMY, AIR FORCE, MIDDLE EAST
Nasiriyah, Iraq

22 September 1942

ANNEX

OPERATIONS ORDER

NUMBER 19

1. Following is the take off time of B-24D airplanes from
Headquarters.

AIRCRAFT	PILOT	TAKE OFF TIME
1	Major Wade	1318
12	Lieut Whitlock	1318
22	Lieut Brown, T.D.	1318
21	Captain Rogers	1318
20	Lieut Crouchley	1319
5	Lieut Appold	1321
16	Captain Blankenhorn	1323
24	Lieut Walsh	1326
10	Lieut Wooty	1327

2. B-24D number 10 piloted by Lieut. Wooty took off but
returned immediately due to faulty oil line.

By order of Lt. Colonel [Signature]

PAUL F. DAVIS,
Major, AAF,
Operations Officer,
Head Base.

OFFICIAL:

PAUL F. DAVIS,
Major, AAF,
Operations Officer,
Head Base.

DISTRIBUTION:

- 1 HQ US AF, Cairo, Egypt
- 1 205 Group Advanced, Hammida, Egypt
- 1 3-3, Nida, Palestine
- 1 Operations File.

REPORT
(A)

Sheet No.	Oprep. No.	Date 22/9/42	Squadron. 1st. Prov. Group.
Type of Aircraft.	B.24 Liberator	Captain	Major Wade
Aircraft No.	111565	Crew.	Lt. Anderson Lt. Jones Lt. Wilder Sgt. Laurie Sgt. Smith Sgt. Gotauthier Sgt. Bornheimer
Aircraft Letter.	*I*		
Time Up.	13.10 (Lydda)		
Time Down.	00.10 (Payid)	Aerodrome or L.G. FAYID	
Total Time.	11.00 hours.		
Type of Cloud.	} Clear.	Map or Chart	
Amount of Cloud.		Reference.	
Base of Cloud.		Targ. Chap	
Visibility.		B/2.	
General Weather.	Good		

Task or Duty. SHIPPING AT BENGHASI

Time.	Height.	Place.	Narrative.
		BB	19.20 - 19.25 hrs.
		BC	24,000ft. 5 x 1000 lb. G.P. 12 delay
		BD	At 19.25 hrs., heading 115° in formation dropped all bombs in one stick aiming at ship next to Harry. This a/c's bombs S. of Central Mole, other bombs round Harry. Captain saw fire on ship alongside Harry when he came back began small but later larger. 15 minutes after leaving Target 50 miles away saw large explosion in the air, looked as if right from harbour. After explosion no fire visible.
		BE	Flak - one posn. 23/M, 4/X, 5/U and 15/C (heavy and many guns first to reach a/c.) F/U 16/Q and 17/N. Nearest 100 yds. from wing.
		BF	Nil.
		BG	Photo taken after bombing run at various angles.
		BH	A/c seen at 17.15hrs T/E at posn 35°25'N. 25°20'E.

UNITED STATES AIR FORCE
U. S. ARMY AIR FORCE, JORDAN
JORDAN, PALESTINE

22 September 1947

OPERATION MEMORANDUM

NUMBER 19

Area: Four sections of Mediterranean Area, 141,000,000 people, colored. Also
P/S - JORDANIAN ARMY.

1. a. Two large motor vessels are anchored in JORDANIAN ARMY - and at 7000
tons and one of 1000 tons.
b. Nine B-24s (fourteen from the 98th Bomb Group and nine from the 1st
Group) will attack and destroy these motor vessels at dawn today.
2. Eighteen B-24s from the 98th Bomb Group, 1st Provisional Bomb
Group will attack and destroy these motor vessels at dawn today.

ROUTE OUT: NORTH - 34° 00' N 22° 00' E - JORDAN.

ROUTE IN: SOUTH - 23° 40' N 24° 00' W - JORDAN - GAZA - JORDAN.

TAKE OFF: Individually at two minute intervals starting at 1500
hours and ascending in three 3-dip elements over Jordan.
The 1st Provisional Bomb Group will rendezvous over Jordan
with the 98th Bomb Group and will lead the flight to
the target in level formation.

3. a. The first element will ascend at 1500 ft.
b. The second element will ascend at 1600 ft.
c. The third element will ascend at 1700 ft.
d. Bomb load will be five 1000 lb bombs, 12 tail bombs. Bombs
will be dropped in one run from 24,000 feet at 15 foot intervals. Photographs
will be required.
4. Fuel load will be full wing tanks and one full main bay tank. 1-80, 225
and 240 will be standing by for any aircraft unable to reach the target area
due to lack of fuel.
5. a. It will be an hour of the entire mission except when over the target.
Planes will identify themselves when crossing the 25th meridian and when 100
miles off the coast of Palestine coming eastward.
b. Major Wade will be in command of the flight and lead the first element.
Capt. Hinchey will be second in command and lead the second element.
Capt. Rogers will be third in command and lead the third element.

By order of Lt. Colonel ROBERTS

PAUL D. DAVIS,
Major, AAF,
Operations Officer,
Jordan Base.

RECEIVED

PAUL D. DAVIS,
Major, AAF,
Operations Officer,
Jordan Base.

RECEIVED

1. US 12 C-12, 1272
1. Operations Officer, 205 Group, AAF, Jemilla, Jordan
1. G-2 Officer - Jordan, Palestine
1. Operations File

[illegible]

PORTAL REPORT
(Part A)

Sheet No.	Oprep. Ref. No.	Date: 1/19/42	Squadron: 18. Pers.
Type of Aircraft: B-24	Aircraft No.: 111565 (D)	Captain: Major Small Grand: Lt. Anderson Rear: Lt. Jones Bomb: Lt. Anderson Radio: Sgt. Anderson	
Aircraft Letter: 1		Aerodrome or L.G.: Sgt. Anderson Sgt. Anderson	
Time Up: 1316	Time Down: 1400	Total Time: 44 min	
Type of Cloud: Clear	Amount of Cloud: Clear	Map or Chart Reference:	
Base of Cloud:	Visibility: Good	General Weather: Clear	

Task or Duty:

Shipping at Benghazi

Time	Height	Place	Narrative
RR 1920-1925			
RR 2000-1			5 x 10-00 lb SR-12 delay
RR 011925			headman 115° in formation
			dropped all bombs in one direction
			at drop went to target
			heard 5 of 6 bombs hit the target
			heard Harry Captain saw fire
			on the target area
			came back beyond small but later
B 1000			large
			15 min after leaving Target 50 miles
			away saw large explosion and
			small explosion in the air
			looked at target from base
			after explosion the fire was
RR 1000			One person in 4/10 5/10

HEADQUARTERS
1st Provisional Bombardment Group
Office of Group S.2.
U.S.A. Middle East Air Force

PSZ/md.

23rd September, 1942.

To:- Commanding General, Headquarters, U.S.A.M.E.A.F.

1. Attached hereto Sortie Report for ship No. 1, Major Wado,
which landed at Fayid on return journey. This sortie report was made
out by the Intelligence Officer at Fayid.

PAUL S. ZUCKERMAN,
Major A.A.F.
Group S.2.

1.063

11-20-77 ~~BAK~~ ✓ MV² = $\frac{1}{2}mv^2 = 26.6$ and 1 ~~at~~

30 B parallel to enter male.

YB- 19:30 Run mile

88C. - Cartouch made in ✓ three
ship elements and 1 two ship element
(1st PB36.) This A/E was No. ✓ in
1st element. Run made approx. ^{11:50} 11:50.

5 x 1000 lb. Bonit. sh. 6 ft. mil v. T^o
frye larvae dropped in tank at 75
°F — Bonit. sh. 6 ft. mil v. T^o
least shif. deflected in. . Top: 4

BD. - Heavy concentration of logs
bursts seen to ~~not~~ ^{disrupt} all around
Heavy and center mole. Block

— Smoke seen to gust from suddenly
from area around Harry - no
flame. Direct hits on central + outer wall.
Le Citrus of 1000's of lbs. of fruit
destroyed & the sand absorbed in
and 1000's of lbs. of fruit destroyed.

BK. - A/A ~~is~~ directed at the element
- uses light and is accurate for selection
about 5000' below the A/c. odds

BSF - No Committee

136. - Photographs taken of 'Dunker' + 'sand' explosion.

13.11 — What appeared to be red glow
changing into brilliant flash observed at
13-0 - lasted 1 minute. This observed
as A/C circled outside target on
return trip.

Sheet No.	Oprep. Ref. No.	Date <u>Sept 22/42</u>	Squadron <u>1 P.B.G.</u>
Type of Aircraft <u>B. 24D.</u>	1st Lt. <u>G.B. Whitlock</u> Captain <u>1st Lt. J. Medford</u> Crew: <u>1st Lt. D.S. Welfare</u> <u>S. Sgt. T.R. Smith</u> <u>Sgt. J. Barineau</u> <u>Op13 P-8 Spaulding</u> <u>Sgt. H.S. Powell</u>		
Aircraft No. <u>12</u>			
Aircraft Letter <u>K</u>			
Time Up <u>08:15</u>			
Time Down <u>0030</u>			
Total Time <u>11:15</u>	Aerodrome <u>out</u>		
Type of Cloud <u>Clear</u>	Map or Chart		
Amount of Cloud <u>3/10 at 3000</u>	Reference <u>B/P</u>		
Base of Cloud <u>Base of Cloud over</u>	<u>B/P (P)</u>		
Visibility <u>1000</u>			
General Weather <u>light</u>			
Task or Duty <u>Bombing</u>			

Time	Flight	Place	Narrative
1930	74000	Toronto	Nothing observed at present. (1) MV's observed - 1 East of George and 1 East of Hwy. Burst seen to parallel Central Male. 1/2 observed West of Craig and red flame from ground to NW of SE of Wall Nutcracker

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

A37.011QP/1,500,000/4-42

P.T.O.

BA not 5

BB-1926/7

BC-5X1000 12TD in train 75 ft

BD - not 5

BE - B.O. account for altitude but below

High element

BF not

BG - 1000 10

BH, 7.1 mi -

no E a

THIS PAGE IS

Dist. H.Q. U.S.A.A.F. M.E.
 U.S. Operations Lydda
 H.Q. 20th Group R.A.F. SORTIE REPORT
 (Part A)

Sheet No.	Oprep. Ref. No.	Date Sept. 22/42	Squadron 1 P.B.
Type of Aircraft B. 24D.		1st Lt. M.R. Walsh	
Aircraft No. 24		Captain 1st Lt. I.J. Wilhite	
Aircraft Letter W		Crew 1st Lt. A.L. Schwanebeck	
		S.Sgt. C.B. Payne	
		S.Sgt. E.F. Witham	
		Sgt. C. Barnes	
		Sgt. R.F. Krimer	
Time Up 13.25			
Time Down 0050			
Total Time 11.15		Aerodrome or L.G. LYDDA	

Type of Cloud <i>broken at target</i>	Map or Chart Reference
Amount of Cloud	
Base of Cloud	
Visibility <i>good</i>	<i>B/2-</i>
General Weather <i>11</i>	
Task or Duty <i>B G ... BINGO 1721</i>	

Time	Height	Place	Narrative
1500	1500		saw fighters a/c headed NW
1926	24000	ind	made run from W to East. Saw 2 HV alongside Harry. a few bursts seen outside pithy 17418 R (B2/5) & bursts in harbor at 26 F (B2/c). Flashes & smoke observed at 26 H (B2/5). Grayish brown smoke obs. at 13 H on land (B2). Column of black smoke observed coming from harbor after leaving target

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

37, G11QP/1,500,000/4-42

P.T.O.

B A - note 5

BB - 1924-25

B C - 5 x 1000 to TD in train of 6 ft intervals

D D - do

B E - very heavy & accurate. 18000 ft on 1st
 element subsequently accurate for alt.
 about 1/2 battery observed. L 6 + 7 to P 2-8
 + 3 down L 11 to 13/16 (B/2)

B B -

B H -

no E A -

H.Q. U.S. A.F. M.E.
U.S. Operations Lydda
H.Q. 205 Group R.A.F.
SORTIE REPORT
(Part A)

R.A.F. Form 47A

Sheet No.	Oprep. Ref. No.	Date Sept. 22/42	Squadron 1 P.B.G.
Type of Aircraft B. 24D.	Aircraft No. 20	Aircraft Letter S	Captain 1st Lt. B.A. Crouchley 1st Lt. F. Milam Crew 1st Lt. W.R. Joyner Sgt. J. Saia T.Sgt. J.O. Komurke Sgt. E.F. Weingart S.Sgt. R. Alexander
Time Up 15:19	Time Down 00:15	Total Time 10:56	Acrodrome or L.O. LYDDA

Type of Cloud none	Map or Chart Reference B/2
Amount of Cloud	
Base of Cloud	
Visibility 10 miles haze over water gd at Lydda	
General Weather good	

Task or Duty SHIPPING BENONIET

Time	Height	Place	Narrative
17:15	1000		Saw pursuit headed north about opposite Camber
19:24	23800		made run from S.W. to N.E. saw one not seen near us. saw two m.v. at 270 (B25). One of these seemed to be hit. Observed approx 60 bursts in harbor. Saw what appeared to be blue grey smoke on m.v. at 260 (B25) + same on m.v. at 270. Saw bursts in area J-K 23 + 24 (B2). Smoke + dust observed.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

A37, G11QP/1, 500, 000/1-42

P.T.O.

B.O. note 5

B.B. 1925-6

B.C. 5 X 1000 g.P. 127D in train 7.5 ft within

B.D. note 5

B.E. - O.A. heavy after the run barograph

B.F. note 1

B.G. - 3 Photos

B.H. - 2 twin engine a/c headed west
 at 4:20 feet near 60 224
 + saw a/c south of a/c at headed
 S West

NO. 2 a -

After leaving target saw explosion
 + numerous flashes + gray smoke
 at m 23-10 R 1/22 (3/2)
 Pursuit seen taking off from aerodrome
 probably Berrin

THIS PAGE IS UNCL

Dist. H.Q. U.S.A.A.F. M.E. SORTIE REPORT
 U.S. Operations Lydda (Part A)
 H.Q. 205 Group R.A.F.

R.A.F. Form 11A

Sheet No.	Oprep. Ref. No.	Date Sept. 22/42	Squadron 1 P.B.G.
Type of Aircraft B. 24D	Captain Capt. B.E. Blankenbom	2nd Lt. F.J. Laidecker	
Aircraft No. 16	Crew 2nd Lt. J.M. Kaiser	Capt. C.E. Summers	
Aircraft Letter M	T. Sgt. R. Starevich	S. Sgt. H.B. Hancock	
Time Up 13:23	S. Sgt. P.C. Wilson	T. Sgt. J.S. Krizan	
Time Down 0035	Aerodrome or L.O. Lydda		
Total Time 01:12			

Type of Cloud 4/10 cum in wca target clear	Map or Chart Reference
Amount of Cloud	B/2
Base of Cloud 200	
Visibility 9000	
General Weather	

Task or Duty B.C. SHIPPING BENGHAZI H. 1 - 2nd Element

Time	Height	Place	Narrative
1700	1000		Opp. Cote saw small plane headed NW at low alt.
1925	23800		made run on course 126° Saw 2 large 4V next to Harrier (B25) & 3 small 4V at 26 (B25) 1 Smoke observed at 445 (B2). A Flash was observed from on this vessel. T.C. saw large column of smoke from harbor 15 miles after departure.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. instruction 34.

17/01/42 1,500,000/1-12

PRO

A

in Venice, Italy

B

1915-1916

C

4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

D

name, address, etc. of the person who is the subject of the report

E

1/1/11 - the first time the subject was seen in the area of the report

F

1/1/11

G

1/1/11

H

Notes on the subject's behavior and activities during the period of observation

I

Now 1/1/11 seen

Seen at Gray's steady field
Not flying little

R.A.F. Form

Task or Duty *SHIPPING* *DEVELOPMENT* *3-4 TO DO* *4 R 1 1 2*

P.T.O.

A. Shipping - B C. Other

13 1923 17

C 5 41500 60 12 12 drop per
min 75-78 intervals

Die Mithras-Hieroglyphen

E-1
Lyle A/A
A/C
Dawson

Humbly, Wm. Lewis Pl.
H/A
H/A
H/A

THE UNIVERSITY OF CHICAGO

G. 8 photons. The

71. March 18 1891 at the same place

4 Home - 166

2.1) Phosphoric acid: 1 mole 2.7 ~~1.1~~

2. Highland / Bengali

2. Highly Exotic Many

[illegible]

H.Q. U.S. Operations Lydda SORTIES REPORT
H.Q. 205 Group R.A.F. (Part A)

R.A.F. Form 11

Sheet No.	Oprep. Ref. No.	Date	Sept. 22/42	Squadron	1 P.B.G.
Type of Aircraft	B. 24D	Captain	1st Lt. T.D. Brown		
Aircraft No.	22	Crew	1st Lt. W.P. Dwyer		
Aircraft Letter	0		1st Lt. N. Davis		
			S. Sgt. K.R. DeLong		
			S. Sgt. T.H. VanGilder		
			Sgt. R.F. Ransdell		
			Opl. A. Izzo		
Time Up	1:16				
Time Down	1:10:59				
Total Time	00:15	Aerodrome or L.O.	Lydda		

Type of Cloud	Scattered	Map or Chart	
Amount of Cloud	5/10 - heavy not near Teluk	Reference	
Base of Cloud	3000 ft		
Visibility	Good		
General Weather	Good		

Task or Duty *SHIPPING*
BENCH 1 *5-1 1000 G.P. 15*

Time	Height	Place	Narrative
1425	24000	D.C.	<p>Nothing seen on way out</p> <p>1st Element</p> <p>Made landing run West of East dropped bomb - burst 75 ft intervals 2nd</p> <p>for 2 bombs East of starting bomb</p> <p>fell short West of 1st bomb in sea</p> <p>no damage claimed</p> <p>6 or 7 ships seen damaged in both harbours</p> <p>A/A burst highly below A/C</p> <p>as the A/C came round 2nd approx</p> <p>1435 hrs first seen from high in N</p> <p>east of starting & later an explosion seen</p> <p>from the bomb & following 1st element</p> <p>pruned</p> <p>diverted north - this ship estimated to be</p> <p>2nd time</p> <p>2nd E. bomb seen to be hit & explosion</p> <p>1st bomb seen</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34

- A. M. Vandy at 15 4
- B. 19 25 - 19 30
- C. 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000
- D. as over
- E. A/A Heavy guns but very little increased accuracy as the A/A would not last long enough to be of value as the left trigger would be
- F. G. M/L
- G. L or 6"
- H. A/A in the appearance to be Revenge up revenge
- I. No E/A
- J. Lyle Stephens saw similar machine

Sheet No.	Opren. Ref. No.	Date	Squadron
		Sept. 22/42	1 P.B.G.
Type of Aircraft	B. 24 D	Captain	2nd Lt. N.O. Appold
Aircraft No.	5	Crew	2nd Lt. C.H. Gerry
Aircraft Letter	D		2nd Lt. D.C. Odell
			Capt. B.C. Del Missier
			Sgt. F. Yakimovioz
			Sgt. C. Anderson
			Sgt. R. Weipert
Time Up	11:21		Sgt. H. Christenson
Time Down			
Total Time	00:40		
		Aerodrome or L.O.	Lydda

Type of Cloud	Scattered Cu	Map or Chart	
Amount of Cloud	near 100%	Reference	
Base of Cloud	1000 - 3000 ft		
Visibility	Good over Lydda		
General Weather	Clear		

Task or Duty	SHIPPING BENGHAZI
--------------	----------------------

Time	Height	Place	Narrative
14:25	20-700	10/6	Washed away from the ship
14:30			120° 125° aimed back for a ship
			One of the bombs exploded in the ship
			Heavy flames were followed by flames
			near miss also claimed in the vessel
			Ship to 2nd Lt. Christenson
			Heavy flames another ship followed
			PHO explosion near the ship
			Heavy smoke to be seen from area
			10 min after 1st ship
			Ship to 2nd Lt. Christenson
			Heavy flames another ship followed

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 24

Office Serial No. _____
of (Office Date Stamp _____)

Call IN
and
Purchase OUR

No. of Groups	GR
---------------	----

(Above this line is for Special use only.)

TO:

FROM:

Originator's Number

State,

Yours/My

Number and Date

40748 2192152000-000

3

1

2

2.

34

35

41

42

30

55

22

his message must be sent as written
and may be sent by afo-
resaid

This message must be sent IN CYRILIC and may be sent by W/T.

Originator's Instructions* Degree of Priority*

TIME OF
ORIGIN.

*Originator to insert "CIT" if message is not to go by W/T over any part of the route. (Below this line is for Signals use only.)

T.O.N.

744

[illegible]

* The sender is responsible that these details are transferred to the appropriate portion of the message form and that all possibility of compromising distinguishing signals, etc. by omitting to remove their signification from the address, etc., is avoided. Before delivery of the message these details are to be re-inserted in P/L.

R.A.F. Form 9c
S.575A. (Naval).

MESSAGE FORM

Office Serial No. _____

Call IN
and
Preface OUT

No. of
Groups
GR

Office Date Stamp

(Above this line is for Signals use only.)

TO:

FROM:

Originator's Number

Date

Yours/My

Number and Date

(Write horizontally)

1	16	R	1	6
2	17	D	2	10
3	18	18	3	15
4	19	19	4	20
5	20	20	5	25
6	21	21	6	30
7	22	22	7	35
8	23	23	8	40
9	24	24	9	45
10	25	25	10	50
11	26	26	11	55
12	27	27	12	60

This message must be sent as written and may be sent by w/t

This message must be sent in Cypher and may be sent by w/t

Originator's Instructions* Degree of Priority*

Time of
ORIGIN

*Originator to insert "NOT" if message is not to go by W/T over any part of the route. (Below this line is for Signals use only.)

System in	Time in	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender

T.O.R.

T.M.L.

* The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising distinguishing signals, etc. by omitting to remove their significance from the cipher, etc., is avoided. Before delivery of the message these details are to be re-inserted in P/L

PSZ/V

23rd September, 1942.

1. Enclosed are Sortie Reports of Mission No.50 of the 1st Provisional Bombardment Group -- attack on Benghazi, September 22nd, 1942.

2. The following is confirmation copy of telegraphic summary of this mission which was filed to you at 0200 hours L.T. September 23rd, 1942.

To:- Commanding General, U.S.A. M.B.A.F.

From:- 1st Provisional Bomb Group 602. 23.9.42. 120th SFG. 1st.

A 1 P.B.C. B. nine B. 2413. C. Iydda D. 1313 hours L.T. E.
Shipping, Damghazi, F. 1924 L.T. G. 24,000, H. 40 1,000 pound British
G.P. point 12 Tail Delay. Inter Fire observed and large explosion followed
by large volume black smoke on large S/V East of Harry. Map B/2(5).
Hits observed on Harry and near miss on smaller m/v East of large 1/v. J.
M1. K. A/A heavy and accurate. L. None. M. none. N. none. O. none.
P. Iydda. Q. 0050 L.T. One aircraft landed Fayid not interrogated here.

PAUL S. ZIGERMAN,
Major A.A.F.
Group S-2.

- 2 -

JAN 10 7 1968
JAN 10 7 1968
JAN 10 7 1968
JAN 10 7 1968
RECEIVED BY CHIPS
JAN 10 7 1968

THIS PAGE IS UNCLASSIFIED

REAR BASE, 1ST PROVISIONAL BOMB GROUP
U. S. ARMY AIR FORCE, MIDDLE EAST
Lydda, Palestine.

27 September 1942

ANNEX NO 1)
OPERATIONS ORDER)
NUMBER 20)

1. Following is the take-off time of B-24D airplanes from rear base:

<u>A/C NO.</u>	<u>PILOT</u>	<u>TAKE OFF TIME</u>
18	Major Sanders	1302
17	Lieut Oglesby	1305
5	Captain Toomey	1306
20	Captain Long	1310
21	Captain Adams	1316
4	Lieut Wilcox	1317
12	Lieut Brereton	1328

2. B-24D number 18 piloted by Major Sanders returned with bombs due to failure of oxygen system.

3. B-24D number 24 piloted by Lieut. Soukup failed to take off due to magneto trouble.

4. B-24D number 1 piloted by Lieut Clark failed to take off due to fuel pump failure.

By order Lt. Col. McGuire:

OFFICIAL:

PAUL F. DAVIS,
Major, AAF,
Operations Officer,
Rear Base.

PAUL F. DAVIS,
Major, AAF,
Operations Officer,
Rear Base.

DISTRIBUTION:

1 CG HQ USMAF
1 Opns Officer - 202 Group (ADV)
1 S-2
1 Operations File.

NEAR BASE, 1ST PROVISIONAL BOON GROUP
U. S. ARMY AIR FORCE, MIDDLE EAST
Lydda, Palestine

27 September 1948

OPERATIONS ORDER
(20)

Notes: Four sections of Mediterranean area, 11,000,000 scale, colored.
Also see M/2 - MEGAZI HARBOR.

1. An enemy M/V is lying along the East side of GEORGE.
2. Nine B-24D airplanes from the 9th Squadron will attack and destroy this M/V at dusk tonight.

ROUTE CUT: BASE - ISRAELIA - 29°40'N 28°00'E staying below 4000 feet until reaching the Alexandria-Cairo road and then to Alexandria-Cairo corridor to ISRAELIA thence to BASE.

PARADE: Flying from there to bombing altitude and thence to foot until reaching the Alexandria-Cairo road and then to Alexandria-Cairo corridor to ISRAELIA thence to BASE.

ROUTE BACK: PARADE - 29°40'N 28°00'E staying below 4,000 feet at a line north and south of Red Station using the Alexandria-Cairo corridor to ISRAELIA thence to BASE.

TAKEN OFF:

Individually at two minute intervals starting at 1500 hours and forming three 3-ship elements in parallel down formation over this field.

3. a. The first element will assemble at 1,000 feet.
b. The second element will assemble at 1,500 feet.
c. The third element will assemble at 2,000 feet.
d. Bomb load will be five British 1000 lb G.P., 18 tail delay.
e. Bomb will be dropped in one run from 23,000 feet at 70 foot intervals. Photographs will be required.

4. Fuel load will be full wing tanks and one full bomb bay tank. Any airplane commander who is doubtful of reaching his home station due to shortage of fuel is to land at L.G. 824 or Wajid.

5. a. I.R.P. will be on during the entire mission except when over enemy territory. Planes will identify themselves when crossing the 28th Parallel and when 100 miles off the coast of Palestine coming eastward.
b. Major leaders will be in command and lead the first element. Capt. Toomey will be second in command and lead the second element. Capt. Adams will be third in command and lead the third element.

By order of Lt. Col. McQUINN:

PAUL E. DAVIS,
Major, A.F.,
Operations Officer,
Hoop Base.

PAUL E. DAVIS,
Major, A.F.,
Operations Officer,
Hoop Base.

OPERATIONS ORDER

1 CG HQ USMAV
1 Ops Officer - 808 Group (ADV)
1 S-8
1 Operations File

Phylogeny of D.G.

D 19.10 - 14.11

C 19.10 - 14.11

D 19.10 - 14.11

E 19.10 - 14.11

F 19.10 - 14.11

G 19.10 - 14.11

H 19.10 - 14.11

I 19.10 - 14.11

J 19.10 - 14.11

K 19.10 - 14.11

U.S. A.F. M.E.
U.S. Operations Lydda SORTIE REPORT
H.Q. 205 Group R.A.F. (P.O.A.)

R.A.F. Form

Sheet No.	Oprep. Ref. No.	Date	Squadron
		Sept. 27/42	1 P.B.G.
Type of Aircraft	B. 24D.	Captain	1st Lt. J.K. Brereton
Aircraft No.	12	Crew	2nd Lt. D.L. Burgess
Aircraft Letter	K		2nd Lt. R.E. Wilkins
			2nd Lt. T.V. Flynn
			Sgt. M.B. Witt
			Sgt. O.D. Hartley
			Sgt. K.L. Gardner
			Sgt. A. Schembro
Time Up	13:28		
Time Down			
Total Time	00:00		
		Aerodrome or L.O.	Lydda

Type of Cloud	NO Cloud	Map or Chart	
Amount of Cloud	None	Reference	
Base of Cloud			
Visibility	Good		15/1 (5)
General Weather	Trans. Stage 40 cloud		
Task or Duty	S 1000 GP 12 TD Benghazi		

Time	Height	Place	Narrative
14.10	25,000	N.G.	Nothing observed in any direction made during run 1100 AT B 27 and saw no heavy fire in direction of Benghazi from Group Down and for the ships. The ship was in port. Clear. Heavy ship. There is a ship seen to land B 27. No other ships seen. Train 75 ft. above. No vessels observed. No other ships observed in harbor. H.A. heavy hunting all around. Aft. Plate port of ramp of altitude. E/A 25, 5000-6000 ft. observed. Nothing no other. at last 15 aircraft in Northern L.G. near B 27. All ships. (Crew) (P.O.A.) Total 11

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

18A - 6000 TQ not clear, no target, cloudy
Eastern side - Nottingham clearly
observed.

B8 - Plan made at 19:20 L.T.

Bc - This A/c was No. 3 in 1st element of
✓ 4 3 ship elements. Made run on
heading of 60° but bombs not released
as Bombardier failed to release. After a
landing run was made on 000° heading 10
miles East of Brighton on heading of 70°.
5 x 1000 lb. British G.P. 1000 lb. bombs released
as bombs were not released by Bombardier.

Bd - Bombs on 1st element in cluster of
buildings - light tracer fire. No
accurate observations. No ~~observed~~ observations
of 66 Brighton were seen.

Be - A/A - ~~The A/c~~ was not seen, but
was seen to pass the A/c observed.
Approx. A/A detected a change for
him at first in the light E/A
approx. 1000 ft from horizon - (long
dist. at 1000 ft).

Bf - No contacts.

Bg - Observations taken of Brighton from
out of target loaded by the A/c.

Bh - No contacts.

THIS PAGE IS

H.Q. U.S. A.F. M.E.
U.S. Operations Lydda SORTIE REPORT
H.Q. 205 Group R.A.F. (P.H.A.)

R.A.F. Form

Sheet No.	Oprep. Ref. No.	Date	Squadron
		Sept. 27/42	1 P.B.G.
Type of Aircraft	B. 24D.	Captain	Capt. P. J. Long
Aircraft No.	20	Crew	2nd Lt. J. A. Emens
Aircraft Letter	S		1st Lt. A. W. Postelle
			1st Lt. B. Del Missier
			Sgt. B. W. Burgin
			Sgt. C. A. Griggs
			Sgt. R. V. Madsen
			Sgt. A. G. Hall
Time Up	13:10	Aerodrome or L.O.	
Time Down	0030		
Total Time			

Type of Cloud	Cumulus	Map or Chart	
Amount of Cloud	Base 2000 ft. clear	Reference	
Base of Cloud	Base 2000 ft. clear		
Visibility	10 miles		
General Weather	Clear		

Task or Duty	Reconnaissance
--------------	----------------

Time	Height	Place	Narrative
13:10	1000	T.O.	
17:30	1000	?	On way out - picture taken of R.A.F. base -
19:00	1300	Bayly	1st Lt. B. Del Missier released
19:30	1000	?	Border between city -
			nothing on way back - because lights picked up along route
00:30	1000	Landed	

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 1.

07,011 QP 1,500,000/4-42

R.T.O.

6/7000 to NW clear along ridge (George)
 at Eastern side 3 Shredded
 (Vero 100) run at 1930, N 20/21 and
 0.81.

BB - Made run at 1940 L.T.

CC - The A/C was No. 3 ship in 1st element
 2 ship element. Run mid.

Leading of group 60 - pointed to "BAER"
 (last mile) detected at 3,000 in direction
 5 x 1000 lb. British G.P. IV. Tail fin
 dropped in turn at 70 altitude.

DD - 5 Bomb - went over to Shredded note to
 West of "George" - no hit on side of
 ship. (element) 2 ship element to
 1000 lb. to George last mile - no direct hit.

EE - A/A opposite a very intense - very
 give firing - first burst was low but
 became extremely accurate. The A/C was
 shown by 2nd element - point in bottom
 of ship (on last day) passed - no
 firing of ship hit. No F/A observed.

FF - No Scramble

GG - Photograph taken on approach to target
 and while on target.

HH - ~~BB~~ No remarks =

THIS PAGE

Dist. H.Q. U.S. A.F. M.E. SORTIE REPORT
 U.S. Operations Lydda (Part A)
 H-Q. 205 Group B.A.F.

R.A.F. Form 1

Sheet No. <u>1</u>	Op. Ref. No. <u>10/40</u>	Date <u>Sept. 27/42</u>	Squadron <u>1 P.B.G.</u>
Type of Aircraft <u>B. 24D</u>	Aircraft No. <u>21</u>	Aircraft Letter <u>R</u>	Captain <u>Capt. H.E. Adams</u> 1st Lt. <u>Lt. Lin Parker</u> Crew <u>Capt. R.B. Kirkaldy</u> <u>Sgt. H.F. Offis</u> <u>Sgt. D.W. Waters</u> <u>Cpl. J.R. LaRue</u> <u>Cpl. R.O. Woody</u>
Time Up <u>13:16</u>	Time Down <u>00:18</u>	Total Time <u>10:40</u>	Aerodrome or L.O. <u>Lydda</u>

Type of Cloud <u>Clear with</u>	Amount of Cloud <u>light cumuli at base</u>	Base of Cloud <u>at 20,000</u>	Visibility <u>about 5/8 light haze over</u>	General Weather <u>light (a. westerly) wind</u>	Map or Chart Reference <u>B/V (5)</u>
---------------------------------	---	--------------------------------	---	---	---------------------------------------

Task or Duty 6000 TON MV at Beiruth harbor

Time	Height	Place	Narrative
13:16		<u>Lydda</u>	<u>Take off</u> <u>Nothing observed in vicinity</u>
19:20	<u>3000</u>	<u>Beiruth</u>	<u>Made bombing run</u> <u>Nothing observed in way back</u>
00:18		<u>Lydda</u>	<u>Landed</u>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

AD/011GP/1,500,000/1-42

P.T.O.

THIS PAGE

Disc. H.Q. U.S. A.F. M.E.
U.S. Operations Lydda SORTIE REPORT
H.Q. 205 Group R.A.F. (Part A)

R.A.F. Form 411

Sheet No.	Oprep. Ref. No.	Date	Squadron
		Sent 27/42	1 P.B.C.
Type of Aircraft	B. 24D.	Captain	Major R.C. Sanders
Aircraft No.	18	Crew	Lt. T.A. Prohal
Aircraft Letter	0		Capt. E. Smith
			S. Sgt. J. Domino
			S. Sgt. J.J. Solen
			S. Sgt. H.E. Vasquez
			Cpl. T.V. McGlynn
Time Up	13:02	Aerodrome or L.O. Lydda	
Time Down	13:35		
Total Time	33		

Type of Cloud	Map or Chart
Amount of Cloud	Reference
Base of Cloud	B/L (5)
Visibility	
General Weather	

Task or Duty 6000 TOL MV - Bengtzen Harbor

Time	Height	Place	Narrative
13:02		Lydda	T.O.
			The A/C was landing A/C - 7 ship formation. I was from target the A/C ran out of oxygen and returned to base Bombs dropped back Oxygen loss due to developed leak. No remains - no observations.
13:35		Lydda	Landed

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

A7, OTHQP/1,500,000/1-12

P.T.O.

1037

AA One large MV east of George
 at 530 (B2/5) Two small vessels
 at 26-270 (B2/5) One large MV
 at 320 (B2/5)

BB 1921-22

BC made run on course of 80° Y
 release 5x1000 12TD in train
 70 ft interval on MV at 030

BD no results observed

BD This 1/2 took lead when flight leader
 left formation

BE AA started late & was not hearing

BF nil

CG 4 photos

BH landed with no gas

NO EA

Disc:

U.S. A.F. M.E.

U.S. Operations Lydda SORTIE REPORT

H. Q. 205 Group R. A. F.

(Part A)

RIA.F. Form

Sheet No.	Oprep. Ref. No.	Date	Squadron
Type of Aircraft	B. 24 D.	Sept. 27/42	1 P.B.G.
Aircraft No.	5	Captain	Capt. J.M. Toomey
Aircraft Letter	D	1st Lt.	1st Lt. F.H. Woltman
		Crew	1st Lt. J.D. O'Meara
			Sgt. E.C. Jenkins
			Sgt. A.C. Montgomery
			Sgt. O.C. Hundley
			Sgt. H.A. Block
			Sgt. G.C. Street
Time Up	13:06	Acrodrome or L.O.	BY ODE
Time Down	00:15		
Total Time	13:21		

Type of Cloud	<i>none at 10000</i>	Map or Chart	
Amount of Cloud	<i>100</i>	Reference	
Base of Cloud			
Visibility	<i>good some haze</i>		<i>B/21 5/17</i>
General Weather	<i>good</i>		<i>C1</i>

Task or Duty: Classroom Mgmt. By hand

Time	Height	Place	Narrative
1910 1921			<p> <i>1st bomb target</i> <i>released bomb</i> </p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

27.911QP/1:500.00/4-42

P.T.O.

26
Ga Large MV east of Geo one large
vessel at 26a (B2/5)

Ba 1925-

Bc made run on course of 800 Dropped
5X1000 112 TD in train 90 ft miles

Bd saw elements bombs fall west of
George at 29B (B2/5) - straddle
pithy. Bursts observed in water
at 27F (B2/5) from 2nd element

Be a.c. heavy & accurate for
height & range

Bf nil

Bg x photos taken

Bh nil saw 19 to 20 miles from shore
to Beaufort due east of our
V.O.E.R.

12.15
13.17
10.56

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Dist. H.Q. U.S. A.F. M.E.
 U.S. Operations Lydda
 H.Q. 205 Group R.A.F. (P.H.A.)

R.A.F. Form 117

SORTIE REPORT

Sheet No.	Obrep. Ref. No. 83	Date Sept. 27/42	Squadron 1 P.B.G.
Type of Aircraft B. 24D.	Captain 1st Lt. S.R. Orlesby 1st Lt. J.W. Kidd Crew 1st Lt. E.M. Duckworth Sgt. H.R. Ballantine S. Sgt. R.R. Venoguo Sgt. B. Kaminska Sgt. T.E. Pickett		
Aircraft No. 17			
Aircraft Letter T			
Time Up 13:05			
Time Down 10:00			
Total Time 10:55	Aerodrome or L.O. H.Y.D.P.		
Type of Cloud none at target	Map or Chart		
Amount of Cloud	Reference		
Base of Cloud	B/2 (55)		
Visibility 9000			
General Weather good			

Task or Duty 6.000 M/V BENGH021

1st Lt. #2

Time	Height	Place	Narrative
1910	23000		1st Lt. Orlesby
1915			Dropped bombs

PART B (on reverse) to be completed according to relevant proforma in H.Q. R.A.F. M.E. Instruction 34.

07 011 QP/1,500 000/1-12

P.T.O.

A

Shipping Co. Berython

B

19 15 L

C

Original Results - Time 5/15 interval
dipped

D

Results observed 2 new curves in shape
displaced in time

E

M.A. see note

F

N.I.L

G

None Taken

H

30 00 W 23 20 E light seen

A

T 20 20 L

Mc parrot blue sleep 11.000 ft

landing west of horizon Red passing light
flashing because of great depth to N. horizon

H

N.I.L

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Form 86A
S.575A (Naval)

MESSAGE FORM

Office Serial No.

Call IN		No. of Groups	Office Date Stamp
and		GR	17057
Preface 001			SECRET

(Above this line is for Signals use only)

TO: AFSAF (R) MAG KADDER 205 GROUP ADD

FROM: 1ST PHV BOMB GP

Originator's Number
646

Date
28/9

Yours/My Number and Date

(Write horizontally)

K. 1700H	B. FIRST	PHV BOMB GP	D. 130	L. T.	5
SEVEN	B. 24D	E. SHIPPING	E. 6442	H. 6442	10
B. 24D					15
H. 5.4	ADD 67.12	T. D. 1721	L. T. 1721	L. T. 1721	20
G. 23000	ET. 1721	L. T. 1721	L. T. 1721	L. T. 1721	25
INTER					30
G. 23000	ET. 1721	L. T. 1721	L. T. 1721	L. T. 1721	35
INTER					40
G. 23000	ET. 1721	L. T. 1721	L. T. 1721	L. T. 1721	45
INTER					50
G. 23000	ET. 1721	L. T. 1721	L. T. 1721	L. T. 1721	55
INTER					60
G. 23000	ET. 1721	L. T. 1721	L. T. 1721	L. T. 1721	65
INTER					70
G. 23000	ET. 1721	L. T. 1721	L. T. 1721	L. T. 1721	75
INTER					80
G. 23000	ET. 1721	L. T. 1721	L. T. 1721	L. T. 1721	85
INTER					90
G. 23000	ET. 1721	L. T. 1721	L. T. 1721	L. T. 1721	95
INTER					100

This message must be sent as written and may be sent by W/T	This message must be sent as written and may be sent by W/T	Originator's Instructions: Degree of Priority	TIME OF ORIGIN
		OPERATIONAL	0105
		EMERGENCY	

(Originator to insert "NOT" if message is not to go by W/T over any part of the route. (Below this line is for Signals use only.))

System in	Time in	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender	TIME

The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising intelligence is avoided. Before delivery of the message these details are to be re-inserted in P/L

HEADQUARTERS

1st Provisional Bombardment Group
U.S.A. Middle East Air Force

PSZ/md.

28th September, 1942.

To:- Commanding General, Headquarters, U.S.A. M.E.A.F.

1. Enclosed are Sortie Reports of Mission No. 51 of the 1st Provisional Bombardment Group - attack on Benghazi, September 27th 1942.
2. The following is confirmation copy of telegraphic summary of this mission which was filed to you at 0135 hours L.T. September 28th, 1942.

C O P Y

To:- Commanding General, U.S.A.M.E.A.F.

From:- 1st Provisional Bomb Group. 646 28/9 H ST SECRET.

L. Lydda A. First Provisional Bombardment Group D.1302 L.T.
B. Seven B. 24D. E. Shipping Benghazi Harbor H. 5 x 1,000 G.P. .12
TD. F. 1921 L.T. J. No cloud G. 23000 ft. Inter large m/v East of
George Map B/2(5) was target. Bombs fell in harbor and straddled
jetty west of George. No hits claimed. one aircraft returned with
bombs before reaching target, oxygen difficulties. One aircraft bombed
unidentified town 25 miles east of Benghazi on heading of 70°. No
results observed. K. heavy accurate. L. none. M. none. Q.0030 L.T
P. Lydda.

PAUL S. ZUCKERMAN,
Major A.A.F.
Group S.2.

THIS PAGE IS UNCLASSIFIED

Squadron

Date

7/8/42

1st Prov. Bomb Group

Station

Lydda

OPERATIONS LOG

NUMBER OF AIRCRAFT IN COM. 7
NUMBER OF AIRCRAFT OUT COM. 18
TOTAL 25
NUMBER OF AIRCRAFT USED 7
TYPE OF AIRCRAFT 13-24-D
NATURE OF MISSION SHIPPING IN TORREK HARBOR

TARGET DATA

FIGHTER ESCORT NONE
TIME OF TAKE OFF 1500 LT
ALTITUDE IN 24000'
TIME AND DURATION OF ATTACK 19:26 to 19:36 LT
ALTITUDE OF ATTACK 24000
ALTITUDE OUT 10000
TIME OF LANDING 23:00 L.T.
WEATHER ENCOUNTERED SCATTERED CUMULUS - 40

BOMB SIZE 1000 LB.
BOMB TYPE BRUSH G.P.
FUSING 12 SEC. TAIL DELAY
TIME OF RELEASE TRAIN AT 70' INT.
RESULTS FIRE STARTED DOWN AREA - PG. 140 MAP T4(1)

FIGHTER OPPOSITION NONE

ENEMY TACTICS EMPLOYED

SEARCH LIGHT LOCATION
ANTI-AIRCRAFT OPPOSITION MEDIUM AND HEAVY TYPE
NUMBER OF AIRCRAFT RETURNED ALL
NUMBER OF AIRCRAFT HIT NONE
NUMBER OF ENEMY AIRCRAFT SHOT DOWN BY BOMBERS NONE
NUMBER OF ENEMY AIRCRAFT SHOT DOWN BY FIGHTERS

Squadron

Date 7/8/42

1st Prov. Bombrs Group

Station Lydda

OPERATIONS LOG

NUMBER OF AIRCRAFT IN COM. 7
 NUMBER OF AIRCRAFT OUT COM. 18
 TOTAL 25
 NUMBER OF AIRCRAFT USED 7
 TYPE OF AIRCRAFT B-24-D
 NATURE OF MISSION SHIPPING IN TEBRUK HARBOR

TARGET DATA

FIGHTER ESCORT NONE
 TIME OF TAKE OFF 1500 L.T.
 ALTITUDE IN 24,000'
 TIME AND DURATION OF ATTACK 19:26 to 19:36 L.T.
 ALTITUDE OF ATTACK 24,000'
 ALTITUDE OUT 10,000'
 TIME OF LANDING 23:00 L.T.
 WEATHER ENCOUNTERED SCATTERED CUMULUS - No

BOMB SIZE 1000 LB.
 BOMB TYPE BRITISH G.P.
 FUSING .12 SEC. TAIL DELAY
 TIME OF RELEASE TRAIN AT 75' INTERVAL
 RESULTS FIRE STARTED DOCK AREA - Pos. 140 MAP T1(1)

FIGHTER OPPOSITION NONE

ENEMY TACTICS EMPLOYED

SEARCH LIGHT LOCATION
 ANTI-AIRCRAFT OPPOSITION MEDIUM AND HEAVY TYPE
 NUMBER OF AIRCRAFT RETURNED ALL
 NUMBER OF AIRCRAFT HIT NONE
 NUMBER OF ENEMY AIRCRAFT SHOT DOWN BY BOMBERS NONE
 NUMBER OF ENEMY AIRCRAFT SHOT DOWN BY FIGHTERS

P.T.O.

as in H.Q. H.A.F. M.E. Instruction 34.

2012 / P.M.E. - 200,000 - 3/12

PART B (on reverse) to be completed

*Temp not recorded
This is the first time since
Rear with from W.T.E. - Ranks also
above (thunder) impact noted in 015000.
Rear for the first time - M/V was not in 014.
A/H - flying but inaccurate to the eye.
E/H - Sound of aircraft but no action.
Sight was taken -*

Time	Height	Place	Narrative
------	--------	-------	-----------

Task or Duty: Tobruk 5 x 1000 lbs. 12 W.D.

Type of Cloud	Amount of Cloud	Base of Cloud	Visibility	General Weather
<i>Light</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>
Map or Chart	Reference	<i>7/10</i>		

Sheet No.	Opres. Ref. No.	Date	Squadron
		6 August	Hel
Type of Aircraft	Aircraft No.	Aircraft Letter	
B-24D	24		
Time Up	Time Down	Total Time	
14.58	14.58	03:25	
Crew	Captain	1st Lt.	2nd Lt.
Sgt. W. S. Tealboe	Major W.H. Penneil	1st Lt. W. Steward	1st Lt. I. Dalgile
Sgt. S. Tedunkins			
Sgt. A. Patrick			
Sgt. H. Shilling			
Sgt. W.W. Mayhew			
Aerodrome or L.G.			

U.S.A.A. F. N. N. Operat. a Lydda 206 Group A.A.F. (Part A) SORTIE MEMO H.A.F. Paine A.

H.Q. U.S.A.F. M.E. SORTIE REPORT
U.S. Operations Lydda (Part A)
H.Q. 205 Group R.A.F.

R.A.F. Form 31 A.

Sheet No.	Oprep. Ref. No.	Date. 6 August	Squadron. Hal
Type of Aircraft. E.44D.	Aircraft No. 14	Aircraft Letter.	Captain Capt. Toomey Lt. Broadwell Crew. Lt. O'Meara Sgt. Jenkins Cpl. Blook Sgt. Hundley Cpt. Street Sgt. Montgomery
Time Up. 15.05 Lydda L.T.	Time Down. 23:20	Total Time.	Aerodrome or I.G.
Type of Cloud. Scattered cumulus	Amount of Cloud. Less than 1/2	Base of Cloud.	Map or Chart Reference.
Visibility. Very Good	General Weather. Dry		77(1)

Task or Duty. Tobruk 5 x 1000 lbs. 14 T.D.

Time	Height.	Place.	Narrative.
19:29	24,200	Tobruk	<p>Drop out uneventful Ship up was in Las L. element dropping bombs from NW to SE. 1st. bomb released in train (75' interval) Result of the bomb to 2 then 1st not visible - One fire position N10 - Smoke dark grey in color. Back area and hinterland bombing of British Lines. Five large M/V entrance of harbor course NNW. Another M/V position T.16 - This vessel appeared to be a fire -</p> <p>After action 1st was bombed by at least 2 bursts - Missed the 1st was fired at the ships which were following - The Coastal battery located at U.12 - 8 large guns - E/P. Several personnel seen taking off - but no action resulted -</p> <p>2 pictures taken - but the photographer was on fire with jamming of camera -</p>

PART B (on reverse) to be completed
2312 / P.1EJ - 230,100 - 3/42

See forms in H.Q. R.A.F. M.E. Instruction 34.

P.T.O.

U.S. ... SORTIE REPORT
 U.S. Operat. 28 Lydda (Part A.)
 H.S. 205 Group R.A.F.

Sheet No.	Oprep. Ref. No.	Date. 6 August	Squadron. Hal
Type of Aircraft. B.24D.		Captain 1st Lt. Crouchley J.A.	
Aircraft No. 5		1st Lt. J.L. Yelvington.	
Aircraft Letter.		Crew 1st Lt. W.R. Joyner	
		Cpl. R. Venegas	
		S/Sgt. R. Alexander	
		Sgt. C.F. Weingart	
		Sgt. J. Saia	
Time Up. 15.00 Lydda	L.T.		
Time Down. 22.45			
Total Time. 7:45			
Type of Cloud. Scattered Strato cumulus		Map or Chart Reference.	
Amount of Cloud. 100 - less			
Base of Cloud.			
Visibility. Good			
General Weather. Good			

Task or Duty. Tobruk

5 x 1000 lbs. 12 T.D.

Time	Height	Place	Narrative.
17:08	24,000	Tobruk	<p>Drop to target successful This C/C was in 1st element Bombs were made from W to E and bombs were released in train (70' interval) on area L18. The results of bombs being from other C/C observed. At least four large M/V observed one large M/V position Q18 A/P - negligible as far as this C/C was concerned E/A One observed but reaction resulted - Drop for target successful - Approximately 15 projectiles were taken - Position F & G showed concentration of supplies (apparently bombs) and motor transport. Considerable activity noted in this general area - Observed position HZ. This was also time of R19 -</p>

PART B (on reverse) to be completed

to be completed in H.Q. R.A.F. M.E. Instruction 34.

2912 / P.M.E. - 2/9, 1945 - 3/42

P.T.O.

U.S.A.A.F. M.E.
U.S. Operat. Lydda SORTIE REPORT
H.Q. 205 Group R.A.F. (Part A.)

R.A.F. Form 11 A.

Sheet No.	Oprep. Ref. No.	Date. 6 August	Squadron. Hal
Type of Aircraft. B.4D.	Aircraft No. 22	1st Lt. W. Clark Captain 1st Lt. J.B. Clayton 1st Lt. R.W. Helms Crew. S/Sgt. J.A. Cook Sgt. C. Barnes Cpl. J. Nappi S/Sgt. G.L. Knox	
Aircraft Letter.			
Time Up. 15.07 Lydda L.T.	Time Down. 2310	Aerodrome or L.G.	
Total Time.			
Type of Cloud. <i>Scattered Stratus</i>	Amount of Cloud. <i>1/10</i>	Map or Chart Reference.	
Base of Cloud. <i>2-3,000 feet</i>	Visibility. <i>Medium</i>	<i>T/1 (1)</i>	
General Weather. <i>Good</i>			

Task or Duty. Tobruk - 5 x 1000 lbs. .12 T.D.

Time	Height.	Place.	Narrative.
16:20	24,300	Target	1st run from NE to SW - 1st run observed in trace (75' interval) The results were observed by crew of the 1st
16:35	"	"	2nd run made from NE to S - following Capt. (name) who had failed to drop bombs on 1st trip. One large M/R position 16 T appeared to be on fire - a concentration of MT noted 5 miles W of Tobruk A/A - accurate for range and altitude during 2nd run - this 1st was considerably hampered by the burst of 1st - 1st run observed over target - although some tracer bullets were fired at the 1st while returning -
			Positions being taken

U.S. Army
U.S. Operations
H.Q. 205 Group H.A.F.
Lyda
SORTIE REPORT
(Part A)

U.S. Army
H.A.F.

Sheet No.	Op. Ref. No.	Date, 6 August	Squadron, Hal.
Type of Aircraft, B-24D	Aircraft No., 14	Capt. Carmack Captain 2nd Lt. Heidecker 2nd Lt. Kaiser Crews/Sgt. Danders Sgt. Roman 1/Sgt. Hebel Sgt. Vandernack Sgt. Willard	
Aircraft Letter.	Time Up, 15:03 Lyda T.D.	Acrodrome or L.G.	
Time Down	Total Time		
Type of Cloud	Amount of Cloud	Map or Chart Reference	
Base of Cloud	Visibility		
General Weather			

Task or Duty, Tobruk 5 - 1000 lbs. 12 T.D.

Time	Height	Place	Narrative
14:34			<p>Nothing seen in vicinity of Tobruk</p> <p>1st Lt. Heidecker 1000 lbs. 12 T.D.</p> <p>2nd Lt. Kaiser 1000 lbs. 12 T.D.</p> <p>Sgt. Danders 1000 lbs. 12 T.D.</p> <p>Sgt. Roman 1000 lbs. 12 T.D.</p> <p>1/Sgt. Hebel 1000 lbs. 12 T.D.</p> <p>Sgt. Vandernack 1000 lbs. 12 T.D.</p> <p>Sgt. Willard 1000 lbs. 12 T.D.</p>

Sheet No. 5	Open. Ref. No.	Date 6 August	Squadron. Hal
Type of Aircraft B.24D.	Aircraft No. 18	Captain Major J.H. Payne 1st Lt. O.E. Patterson Jr. Crew 1st Lt. A.D. Swanebeck Sgt. R. Kessler S/Sgt. D.H. Neaman Sgt. J.J. Beatty T/Sgt. C.D. Portl	
Aircraft Letter.			
Time Up. 14:56 Lydda I.S.T.			
Time Down.			
Total Time. 2:24.5 Lydda		Aerodrome or L.G.	
Type of Cloud.	No cloud	Map or Chart	
Amount of Cloud.	Trace 5/10	Reference.	
Base of Cloud.			
Visibility.	Good		
General Weather.	Good		

Task or Duty	Jobruk	5 x 1000 lbs.	.12 T.D.
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[illegible]

PART-B (on reverse) to be completed according to relevant pro-forma in H.Q. R & F. M.E. Instruction 34.

2042 / FILE # 200,000 - 372

P.T.O.

HEADQUARTERS
FIRST PROVISIONAL BOMB GROUP
U.S.A. MIDDLE EAST AIR FORCE

MISSION NO. 39

7th August 1942

To:- Commanding General, Headquarters, U.S.M.E.A.F.

1. Enclosed are Sortie Reports of Mission No.39 of First Provisional Bomb Group - attack on Tobruk. 6th August 1942.

2. The following is confirmation copy of telegraphic summary of this mission which was filed to you at 0030 hours L.T. 7th August 1942.

COPY

To:- Commanding General, U.S.A.A.F. M.E.

From:- 1st Prov. Bomb Group P.B.G. 157 7/8

MOST SECRET

Seven B.24 airplanes attacked Tobruk. One fire started dock area position 140 map T 1(1). Two large M/V's observed in harbor. 20 hits (x). No hits claimed on shipping. Bomb loading 35 x 1000 lbs. G.P. Operational time 56 hours 17 minutes.

F.H. Shumaker
Colonel U.S.A.
Senior Intelligence Officer

THIS DOCUMENT IS UNCLASSIFIED

SORTED REPORTS
September 1942

No.	Date	From	Synopsis
1.	2/9/42	Hq. 1st Prov Bomb Group	Attack on Candia on September 1, 1942
2.	4/9/42	"	Attack on Convoy in Mediterranean on September 3, 1942.
3.	8/9/42	"	Attack on Convoy in Mediterranean on September 7, 1942.
4.	10/9/42	"	Attack on Tobruk Harbor on September 9, 1942.
5.	14/9/42	"	Attack on Tobruk on September 13, 1942.
6.	14/9/42	"	Attack on Benghazi on September 13, 1942.
7.	17/9/42	"	Attack on Benghazi on September 16, 1942.
8.	23/9/42	"	Attack on Benghazi on September 22, 1942.
9.	28/9/42	"	Attack on Benghazi on September 27, 1942.

THIS PAGE IS UNCLASSIFIED

BORTIE REPORTS FOR AUGUST 1942
Missions 39 to 42 inc.

No.	Date	From	Synopsis
1.	7/8/42	1st Prov Bomb Group	Attack on Tobruk
2.	25/8/42	"	Attack on Tobruk
3.	27/8/42	"	Attack on Convoy Mediterranean.
4.	31/8/42	"	Attack on Tobruk

R.A.F. Form 4419

R.A.F. Form 4419

Sheet 1	Opren. Ref. No.	Date 27.8.42	Squadron 1. H.B.G.
Type of Aircraft. B. 24D.	Aircraft No. 15	Captain Capt. H.I. Paullin 1st Lt. C.O. Peek Crew 1st Lt. T.A. Shumaker S.Sgt. E. Sparks S.Sgt. B. Wysong S.Sgt. B. Luton S.Sgt. Vasous	
Aircraft Letter.	Time Up. 15:10 Lydda	Aerodrome or L.G. Lydda	
Time Down.	Total Time. 00:50		
Type of Cloud. MIL L 3/10 at 2000 ft	Amount of Cloud.		
Base of Cloud.	Visibility. Good	Map or Chart Reference.	
General Weather. Good			
Task or Duty. Convoy Mediterranean	5 x 1000 G.P.	.12 T.D.	

Time	Height	Place	Narrative
1920	11500		Notice of mile seen on volcanic journey
1935	12500		Reached Target's camp. Flew 2250 ft Jackson for 20 mins. 57 miles then ladder due North for 20 mins. H/L 10 21 to see flying. H/L 15 large formation then ladder South for 10 L 15 mins. turned Swing down but did not see anything to at 20.15 formation had ladder heading for town formation built at 21.15 approx. formation highly cloudy Nothing seen on way home at 4000 ft 1955 11500 21.20 N. 23.10 E. 24.10 N. 25.10 E. 26.10 N. 27.10 E. highly layered, cloudy. No action formation clouded side 24.00 N. 25.10 E. 26.10 N. 27.10 E. 28.10 N. 29.10 E. 29.10 E. 30.10 E. 31.10 E. 32.10 E.

PTO

SORTIE REPORT
(Part A)

H.A.F. Form 411A

Sheet No.	Oprep. Ref. No.	Date: 27.8.42	Squadron: 1 H.B.G.
Type of Aircraft. B. 24D.	Aircraft No. 17	1st Lt. G.A. Uhrich Captain 1st Lt. F.R. Schmidt 1st Lt. Allen V. Hopkins Crew: S.Sgt. D.L. Walters S.Sgt. D.A. Williams Sgt. H.C. Vanness S.Sgt. D.A. Tanno	
Aircraft Letter.	Time Up. 15:10 Lydda	Aerodrome or L.G. Lydda	
Time Down. 23.55 LT	Type of Cloud. Scattered to Broken Clouds Amount of Cloud. 3/10 Base of Cloud. 2 - 120.000 ft Visibility. Hazy General Weather. Good		
Total Time. 8.45			
Task or Duty. Convoy Mediterranean		5 x 1000 G.P. 12 T.D.	

Time.	Height.	Place.	Narrative.
14.05	15,500		Volley Sea in East Did not locate the enemy Squadron over 23.00 to 23.00 East 23.00 to 23.30 from 19.00 LT 20.10 LT
20.10	45,000		Intense Search & Scan at 21.00 No ships of any description seen. The only 1st formation Port side. Search light contact primary 1st & 2nd formations Snake formation at 21.00. A formation known. Nothing of note observed.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2912 / PNEJ - 200,000 - 3/42

P.T.O.

(Capt. line) in looking for V3 and
 followed the beam for V3 and
 spotted V medium cargo vessel at
 (34-50) (V3-V5) at 20:00 LT.

Vessels were proceeding on beam of
 160°.

The A/C made run on course of
 V75° — visibility extremely poor and
 target not clearly picked up in darkness.

Observed bombs to hit in train —
 1st bomb 300 yds away and 75° in train
 between other bombs.

Observed launch of ship was V1 to
 burst 500 yds and air

N

W

V ← V2
 V ← V1

S

The A/C was #1 in the class
 Federal funds to Orem
 just built - over 19.20 L
 taking loading of 1700
 for 18. The car was for
 17" - the ~~15~~ 10"
 Colonel Captain about #1
 ship was about equal with
 ground for about the
 my entire loading while
 the A/C was #1

NUTRITION

ខេត្តក្រចេះ

Time

Task of Duty, Convey-Led to the

6 x 1000 G.P. 12 W.D.

General Weather.

August

Base of Cloud.

Amount of Cloud.

Type of Cloud:

Map of Charl
Reference.

● 2011年11月10日

Time Down.

ដំណើរការ

Werner, Albert

Alfiraan No.:

Type of Aircraft,

Order No.

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

(Part A.)

SORTIE REPORT

U.S. AIR FORCE

THIS PAGE IS

Four lights seen 9.5 miles approx
 Circle - area of 1/2 miles at 2120 LT
 In surface vessels (one night light for each ship)

At 2121, 2nd L another light seen on surface

5.2 miles S.E. of Orchi

NO E/A

NO S/L

2130 LT - Continues
 Lights grey smoke seen approx 1/2 mile out
 from ship
 2135 LT 7.5 miles S.E. of Orchi. Did not see
 anything to account for this but was a bit doubtful

This file was accompanied by NO 12 Cpt

Whitlock who looks were seen to drop

140-160 fts for ship. Stalled and NO smaller
 claimed

Nothing else observed

N.A.P. Form 44-A

Time.	Height.	Place.	Narrative.
20.00 LT	11.50		<p>Nothing observed to worry about. The birds at 34.5 ft N. 25.25 East sighted. Convey 1 ship 500 ft long, approx. 1 crew member. at 34.5 ft N. 25.25 East M.V. speed 10-12 knots. Ship coming from North. S. 25.25 East. 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th. 11th. 12th. 13th. 14th. 15th. 16th. 17th. 18th. 19th. 20th. 21st. 22nd. 23rd. 24th. 25th. 26th. 27th. 28th. 29th. 30th. 31st. 32nd. 33rd. 34th. 35th. 36th. 37th. 38th. 39th. 40th. 41st. 42nd. 43rd. 44th. 45th. 46th. 47th. 48th. 49th. 50th. 51st. 52nd. 53rd. 54th. 55th. 56th. 57th. 58th. 59th. 60th. 61st. 62nd. 63rd. 64th. 65th. 66th. 67th. 68th. 69th. 70th. 71st. 72nd. 73rd. 74th. 75th. 76th. 77th. 78th. 79th. 80th. 81st. 82nd. 83rd. 84th. 85th. 86th. 87th. 88th. 89th. 90th. 91st. 92nd. 93rd. 94th. 95th. 96th. 97th. 98th. 99th. 100th. 101st. 102nd. 103rd. 104th. 105th. 106th. 107th. 108th. 109th. 110th. 111th. 112th. 113th. 114th. 115th. 116th. 117th. 118th. 119th. 120th. 121st. 122nd. 123rd. 124th. 125th. 126th. 127th. 128th. 129th. 130th. 131st. 132nd. 133rd. 134th. 135th. 136th. 137th. 138th. 139th. 140th. 141st. 142nd. 143rd. 144th. 145th. 146th. 147th. 148th. 149th. 150th. 151st. 152nd. 153rd. 154th. 155th. 156th. 157th. 158th. 159th. 160th. 161st. 162nd. 163rd. 164th. 165th. 166th. 167th. 168th. 169th. 170th. 171st. 172nd. 173rd. 174th. 175th. 176th. 177th. 178th. 179th. 180th. 181st. 182nd. 183rd. 184th. 185th. 186th. 187th. 188th. 189th. 190th. 191st. 192nd. 193rd. 194th. 195th. 196th. 197th. 198th. 199th. 200th. 201st. 202nd. 203rd. 204th. 205th. 206th. 207th. 208th. 209th. 210th. 211st. 212nd. 213th. 214th. 215th. 216th. 217th. 218th. 219th. 220th. 221st. 222nd. 223rd. 224th. 225th. 226th. 227th. 228th. 229th. 230th. 231st. 232nd. 233rd. 234th. 235th. 236th. 237th. 238th. 239th. 240th. 241st. 242nd. 243rd. 244th. 245th. 246th. 247th. 248th. 249th. 250th. 251st. 252nd. 253rd. 254th. 255th. 256th. 257th. 258th. 259th. 260th. 261st. 262nd. 263rd. 264th. 265th. 266th. 267th. 268th. 269th. 270th. 271st. 272nd. 273rd. 274th. 275th. 276th. 277th. 278th. 279th. 280th. 281st. 282nd. 283rd. 284th. 285th. 286th. 287th. 288th. 289th. 290th. 291st. 292nd. 293rd. 294th. 295th. 296th. 297th. 298th. 299th. 300th. 301st. 302nd. 303rd. 304th. 305th. 306th. 307th. 308th. 309th. 310th. 311st. 312nd. 313th. 314th. 315th. 316th. 317th. 318th. 319th. 320th. 321st. 322nd. 323rd. 324th. 325th. 326th. 327th. 328th. 329th. 330th. 331st. 332nd. 333rd. 334th. 335th. 336th. 337th. 338th. 339th. 340th. 341st. 342nd. 343rd. 344th. 345th. 346th. 347th. 348th. 349th. 350th. 351st. 352nd. 353rd. 354th. 355th. 356th. 357th. 358th. 359th. 360th. 361st. 362nd. 363rd. 364th. 365th. 366th. 367th. 368th. 369th. 370th. 371st. 372nd. 373rd. 374th. 375th. 376th. 377th. 378th. 379th. 380th. 381st. 382nd. 383rd. 384th. 385th. 386th. 387th. 388th. 389th. 390th. 391st. 392nd. 393rd. 394th. 395th. 396th. 397th. 398th. 399th. 400th. 401st. 402nd. 403rd. 404th. 405th. 406th. 407th. 408th. 409th. 410th. 411st. 412nd. 413th. 414th. 415th. 416th. 417th. 418th. 419th. 420th. 421st. 422nd. 423rd. 424th. 425th. 426th. 427th. 428th. 429th. 430th. 431st. 432nd. 433rd. 434th. 435th. 436th. 437th. 438th. 439th. 440th. 441st. 442nd. 443rd. 444th. 445th. 446th. 447th. 448th. 449th. 450th. 451st. 452nd. 453rd. 454th. 455th. 456th. 457th. 458th. 459th. 460th. 461st. 462nd. 463rd. 464th. 465th. 466th. 467th. 468th. 469th. 470th. 471st. 472nd. 473rd. 474th. 475th. 476th. 477th. 478th. 479th. 480th. 481st. 482nd. 483rd. 484th. 485th. 486th. 487th. 488th. 489th. 490th. 491st. 492nd. 493rd. 494th. 495th. 496th. 497th. 498th. 499th. 500th. 501st. 502nd. 503rd. 504th. 505th. 506th. 507th. 508th. 509th. 510th. 511st. 512nd. 513th. 514th. 515th. 516th. 517th. 518th. 519th. 520th. 521st. 522nd. 523rd. 524th. 525th. 526th. 527th. 528th. 529th. 530th. 531st. 532nd. 533rd. 534th. 535th. 536th. 537th. 538th. 539th. 540th. 541st. 542nd. 543rd. 544th. 545th. 546th. 547th. 548th. 549th. 550th. 551st. 552nd. 553rd. 554th. 555th. 556th. 557th. 558th. 559th. 560th. 561st. 562nd. 563rd. 564th. 565th. 566th. 567th. 568th. 569th. 570th. 571st. 572nd. 573rd. 574th. 575th. 576th. 577th. 578th. 579th. 580th. 581st. 582nd. 583rd. 584th. 585th. 586th. 587th. 588th. 589th. 590th. 591st. 592nd. 593rd. 594th. 595th. 596th. 597th. 598th. 599th. 600th. 601st. 602nd. 603rd. 604th. 605th. 606th. 607th. 608th. 609th. 610th. 611st. 612nd. 613th. 614th. 615th. 616th. 617th. 618th. 619th. 620th. 621st. 622nd. 623rd. 624th. 625th. 626th. 627th. 628th. 629th. 630th. 631st. 632nd. 633rd. 634th. 635th. 636th. 637th. 638th. 639th. 640th. 641st. 642nd. 643rd. 644th. 645th. 646th. 647th. 648th. 649th. 650th. 651st. 652nd. 653rd. 654th. 655th. 656th. 657th. 658th. 659th. 660th. 661st. 662nd. 663rd. 664th. 665th. 666th. 667th. 668th. 669th. 670th. 671st. </p>

2942 / FBI - 200,000 - 3/47

P.T.O.

U.S. A. F. Form 41-A

U.S. A. F. Form 41-A

U.S. A. F. Form 41-AU.S. A. F. Form 41-A

U.S. A. F. Form 41-A

U.S. A. F. Form 41-A

U.S. A. F. Form 41-A

U.S. A. F. Form 41-A

The A/C was attached to a F-104
by night fighter — unidentified but
should be noted — from a low
angle (5:00 o'clock). Was then
engaged ship. This A/C was unable
to return fire and engagement broken
off.

Remainder of trip back uneventful.
The A/C brought back bomb load.

SORTIE REPORT
(Part A)

R.A.F. Form 41-A

Sheet No.	Oprep. Ref. No.	Date 27.8.42	Squadron 1 H.B.G.
Type of Aircraft B. 24D.	Aircraft No. 3	1st Lt. D.A. Crouchley Captain 1st Lt. F.W. Milam 1st Lt. W.R. Joyner Crew Sgt. J. Saia Sgt. Komurke Sgt. E.P. Weingart Sgt. R. Alexander	
Aircraft Letter B	Time Up 15:20 Lydda	Aerodrome or L.G. Lydda	
Time Down 00:00	Total Time 8hr 50		
Type of Cloud Strato-cumulus	Amount of Cloud 3/10 - 5/10	Map or Chart Reference.	
Base of Cloud 3000	Visibility 750 miles - 5000		
General Weather Cumulus to 4000 - 9/10			
Task or Duty Convoy Mediterranean	5 x 1000 G.P. 12 T.D.		

Time	Height	Place	Narrative
			<p>The A/C was No. 4 in 3rd element.</p> <p>Followed formation to Jackson Ocean Point and traded formation as covered in other sortie report.</p> <p>Observed 7 ships take up westerly heading from 1st element but followed formation leader on course.</p> <p>Some boats were seen sink and I fired some indiscriminately.</p>

at 10:10 last followed the element
leader who turned to East heading
for home.

Trip back uneventful

-just used hands at 11:00 PM

SORTIE REPORT
(Part A)

H.A.F. Form 441-A

Sheet No. 1	Oprep. Ref. No.	Date 27.8.42	Squadron 1 H.B.G.
Type of Aircraft B. 24D.	Aircraft No. 1	1st Lt. J.R. Wilcox Captain 1st D. H.G. Miller 1st Lt. H.W. Ebert Crew Sgt. D.J. Williams S. Sgt. N. Meek Cpl. A. Phillips S. Sgt. Moran	
Aircraft Letter U	Time Up 15:27 Lydda		
Time Down 24:00	Total Time 8 hrs 33"	Aerodrome or L.G. Lydda	

Type of Cloud: *Shots - Cumulus*
 Amount of Cloud: *3/10 = 5/10*
 Base of Cloud: *3000*
 Visibility: *Good*
 General Weather:

Map or Chart
Reference:

Task or Duty: *Convoy Mediterranean* 5 x 1000 G.P. 12 T.D.

Time	Height	Place	Narrative
			<p>This A/C was #1 in 3rd element.</p> <p>The A/C followed formation to destination point Jackson arriving at 19:20 P.T.</p> <p>Took up heading of 225° for 17" Then turned heading of 360° for 17" then 270° for 10" at 20:10 took up course of 90° for 10" held.</p> <p>The A/C observed 2 ships of 15° element then to night (W.T.)</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.O. 11 A.F.M.E. Instruction 34.

2942 / P.M.E. 200,000 - 2/42

P.T.O.

SORTIE REPORT
(Part A)

Sheet No. <u>15</u>	Opp. Ref. No.	Date <u>27.8.42</u>	Squadron <u>1 H.B.G.</u>
Type of Aircraft <u>B.24D.</u>		1st Lt. <u>R.A. Soukup</u>	
Aircraft No. <u>30</u>		Captain <u>2nd Lt. R.E. Critchfield</u>	
Aircraft Letter <u>X</u>		2nd Lt. <u>W.W. Hannah</u>	
		Crew Sgt. <u>R.B. Olendener</u>	
		Sgt. <u>E.V. Harris</u>	
		Sgt. <u>R.T. Marchese</u>	
		Sgt. <u>Mahar</u>	
		Sgt. <u>J.H. Hart</u>	
Time up <u>15:12 Lydda</u>		<u>Sgt. S.C. Brown</u>	
Time Down <u>13:50</u>		Aerodrome or L.O. <u>Lydda</u>	
Total Time <u>8 hrs 38</u>		<u>RAF Sgt. Meene E.</u>	
Type of Cloud <u>Scattered Stratus Cum</u>		Map or Chart Reference	
Amount of Cloud <u>4/10 to clear</u>			
Base of Cloud <u>3000</u>			
Visibility <u>Good</u>			
General Weather			

Task or Duty Convoy Mediterranean 3/4 x 1000 G.P. 12 T.D.

Time	Height	Place	Narrative
			<p>The A/c was in 3 in 1st element followed in formation to Jackson datum point - then followed formation in column two of 5000 yds. was over Jackson at 19:20 L.T.</p> <p>The pilot of the A/c which has ASV equipment observed this formation was headed for T-10 and was line with standing order for this type group. A/c - left formation and followed course.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

SORTIE REPORT

(Part A.)

Sheet No. 1	Opren. Ref. No.	Date. 27.8.42	Squadron 1 H.B.G.
Type of Aircraft. B. 24D.	Aircraft No. 16	Aircraft Letter.	2nd Lt. N.O. Appold Captain 2nd Lt. C.H. Gerry 2nd Lt. D.C. Odell Crew Sgt. H.O. Barnes Pvt. F. Yakimovitch Pvt. O. Anderson Pvt. Christensen Pvt. Veipert
Time Up. 15:22 Lydda	Time Down. 00:10	Total Time. 8 hrs 48"	Acrodrome or L.G. Lydda
Type of Cloud. Strato-Cumulus	Amount of Cloud. 3/10 - 5/10	Base of Cloud. 3000	Map or Chart Reference.
Visibility. Good	General Weather.	Task or Duty. Convoy Mediterranean	5 x 1000 G.P. 12 T.D.

Time.	Height.	Place.	Narrative.
9:20	12,500		<p>The A/c was #3 in 3rd element Followed the A/c to Datum point - rounded 190° L.T. and took up course of 240° for 15 minutes then took up course of 100° for 10 minutes - turned course to 190° for 15 minutes. Observed #1 and #2 A/c in 1st element turn to west and remain in formation turned left taking up course of 240°</p>

SORTIE REPORT **(Part A)**

Squadron 1 H.B.G.

Sheet No.	Oprep. Ref. No.	Date 27.8.42	Squadron 1 H.B.G.
Type of Aircraft. B.24D.	Aircraft No. 10	Cpat. Paul J. Long Captain 2nd Lt. J.A. Emann 1st Lt. A.W. Postelle Crew. Sgt. J.D. Stowe Sgt. B.W. Burgin Sgt. C.A. Griggs Sgt. P.V. Madsen Sgt. A.G. Hall	
Aircraft Letter	Time Up. 15:25 Lydda	Aerodrome or L.G. Lydda	
Time Down.	Total Time. 00.01		

Type of Cloud. <i>Scattered Cloud</i>	Map or Chart Reference:
Amount of Cloud. <i>3/5</i>	
Base of Cloud. <i>5,000 ft</i>	
Visibility. <i>Good. 20-25 miles</i>	
General Weather. <i>Good</i>	

Task or Duty. Convoy Mediterranean 5 x 1000 G.P. .12 T.D.

Time	Height	Place	Narrative
1915	11,000		<p>Nothing of note observed on way with the leading 3rd formation formation high together in search area 1912 - 2012. Did not see anything. Being hit back. Did not see anything. Increased towards</p>

PART B (on reverse) to be completed

2012 / PNE 200,000 - 3/42

H.O.R.A.F. M.E. Instruction 31

P.T.O.

Form 55A
(Naval)

MESSAGE FORM

Office Serial No.

Call IN	<p>Office Date Stamp</p>	<p>No. of Groups GR</p>
and		
Preface OUT		

MOST SECRET

(Above this line is for Signals use only)

TO: HEADQUARTERS U.S. M.E.A.F. (R) ADVANCE MAJOR

FROM*

Originator's Number

Date

Yours/My Number and Date

(Write horizontally)

TEN	B	V4	D	AIRCRAFT
ATTACKED	CONVOY	TWO	FOUND	TARGET
COMPOSED	ONE	MEDIUM	VEHICLE	ONE
MEDIUM	ESCORT	VEHICLE	NO	HIT
CLAIMED	LOCATION	34-54	NORTH	V3-V4
LEAST	COURSE	160	SPEED	TEN
TO	TWELVE	KNOTS	TIME	OF
KILNICK	TWENTY	HUNDRED	LOCAL	TIME
FOUR	AIRCRAFT	JETTISONED	BOMBS	FOUR
SICCUOT	BACK	BOMBS	TOTAL	BOMBS
LOADING	48000	POUNDS	OPERATIONAL	TIME
HOURS	91	HOURS	3	MINUTES

This message must be sent AS WRITTEN and may be sent by W/T.

This message must be sent IN CIPHER and may be sent by W/T.

Originator's Instructions Degree of Priority

TIME OF ORIGIN

Signature

Signature

IMMEDIATE

07:15

*Originator to insert "NOT" if message is not to be sent by W/T over any part of the route. (Below this line is for Signals use only.)

System in	Time in	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender	TTL

The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising distinguishing signals, etc. by omitting to remove their significance from the address, etc., is avoided. Before delivery of the message these details are to be re-inserted in P/L.

HEADQUARTERS

1st Provisional Bombardment Group (H)
U.S.A. Middle East Air Force

28 August, 1942

To: Commanding General, Headquarters, U.S.M.E.A.F.

1. Enclosed are Sortie Reports of Mission No.41 of 1st Provisional Bombardment Group - attack on Convoy, Mediterranean, 27 August, 1942.

2. The following is confirmation copy of telegraphic summary of this mission which was filed to you at 0215 hours L.T. 28 August, 1942.

C O P Y

To:- Commanding General, Headquarters, U.S.M.E.A.F.

From: 1st Prov. Bomb Group 300 28/8 MOST SECRET

Ten B.24D. aircraft attacked convoy. Two found Target composed one medium Merchant Vessel, one medium Escort Vessel. No hits claimed. Location 34-54 North 23-25 East, course 160, speed ten to twelve knots. Time of attack twenty hundred local time. Four aircraft jettisoned bombs. Four brought back bombs. Total bomb loading 48000 pounds. Operational time 91 hours 3 minutes.

Paul S. Zuckerman
Major A.A.F.
Group S-2.

2.

M. ROUTE. (Continued).

Wellington and H-lifax aircraft are to use "RED" route OUT and on RETURN but are to land at L.G. 224 if short of petrol. Liberators and B.24's are to use "GREEN" route OUT and one RETURN but are to use "BLUE" route if in distress.

N. TIME OVER TARGET. 0200 to 0300 hours L.T.

O. HEIGHT OVER TARGET. At discretion of CnC Wings and No.1 H.B. Group.

P. METHOD OF ATTACK. At discretion of CnC Wings and No.1 H.P.E. Group.

Q. PHOTOGRAPHS ARE REQUIRED. As many cameras as possible to be carried and photographs of the harbour are to be taken.

R. SIGNALS INSTRUCTIONS. Standard Signals Instructions are to be adopted.

S. ADDITIONAL INSTRUCTIONS.

CnC Wings and No.1 H.P.E. Group are Officers i/c Operations. Wings and No.1 H.P.E. Group are to pass ETD's, times of departure and routing of aircraft to the appropriate fighter Wing.

ANY MOVEMENTS SEEN ON RETURN JOURNEY ARE TO BE ATTACKED AND MACHINE-GUNNED.

Briefing.

Particular attention is to be paid to routing of aircraft in emergency and prohibited areas.

All sightings of enemy troops and M.T. concentrations are to be reported.

T. T.O.C. 1429/30 "C"

A. R. J. Miles
Wing Commander, Operations,
for Air Commodore,
Air Officer Commanding,
No. 205 Group, R.A.F.

236 Wing to operate from and return to Kilo 40.
238 Wing to operate from and return to Kilo 40.
242 Wing to operate from and return to Kilo 40.
246 Wing to operate from and return to Kilo 40.
3 aircraft to operate from and return to Kilo 40.
B-24's to operate from and return to Kilo 40.

at discretion of OAC Wings and No. 1 H.B. Group.

Wellingtons (104 Squadron) - 1 x 4,000 lb G.P. bomb.
B-24's and Liberators - 1,000 lb G.P. bomb and 12.
Hallifaxes - 1,000 lb G.P. bomb fused tail inst. and
SBC's 30 lb. incendiary.
12 and 1 SBC 40 lb.
Wellingtons (except 104 sqdn) - 500 lb G.P. bombs 12.

Jetties and dock installations.

NOTES:- ONLY SHIPPING DEFINITELY
IDENTIFIED TO BE ATTACKED.
SUSPECTED SHIPPING TO BE
PHOTOGRAPHED.

148 Squadron - Search for and attack if found
shipping inside the harbour.
40 Squadron - Search for and attack, if found,
shipping just outside the harbour.

108 Squadron
B-24's
Liberators
Hallifaxes
2 A/C 104 sqdn

Wellingtons 28
Liberators 5
Hallifaxes 12
B-24's 12

104 Squadron 40 Squadron 148 Squadron 159 Squadron No. 1 H.B. Group.

104 Squadron 40 Squadron 148 Squadron 159 Squadron No. 1 H.B. Group.

104 Squadron 40 Squadron 148 Squadron 159 Squadron No. 1 H.B. Group.

1) To destroy jetties, dock installations, and shipping alongside
jetties in TORUK HARBOUR in area "P". Expected attention is to
be paid to the tanker between No. 1 and 2 jetties.
2) To attack shipping inside the harbour.
3) To attack shipping just outside the harbour.

A very large oil tanker is still off-loading between No. 1
and 2 jetties. This is the prize target for the year. It is vital
that this should be destroyed.

August, 1942.

1.174 MOST SUCCESSFUL M.S. 15

THIS PAGE NO. 104 Wing, 236 Wing, 242 Wing, 246 Wing, 3 aircraft, No. 1 H.B. Group.

THIS PAGE IS UNCLASSIFIED

Date _____

8/30/31/42

Station *LYPDA*

Squadron Date 8/30/31/42
1st P. Bomb Group Station LYDDA

_____ Squadron Date 8/30/31/42
137th Bomb Group Station LYPDA
 OPERATIONS LOG
 NUMBER OF AIRCRAFT IN COM. 12 - 6 - 2 - 4 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
 NUMBER OF AIRCRAFT OUT COM. 2 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
 TOTAL 12 - 6 - 2 - 4 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
 NUMBER OF AIRCRAFT USED 12 - 6 - 2 - 4 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
 TYPE OF AIRCRAFT B-24-D
 NATURE OF MISSION Harbor Protection, Defense and
Surveillance

TARGET DATA MCB T-11 received station July 1972
MCB T-11

FIGHTER ESCORT *None*
TIME OF TAKE OFF *7:40 AM*
ALTITUDE IN *20,000*
TIME AND DURATION OF ATTACK *2320 - 0000 (GMT)*
ALTITUDE OF ATTACK *20,000 - 21,000*
ALTITUDE OUT *20,000*
TIME OF LANDING *0639*
WEATHER ENCOUNTERED *Light to moderate drizzle at 2,000 ft to 7,000 ft. Visibility 10 miles. Light to moderate drizzle.*

BOMB SIZE	100-0
BOMB TYPE	British H.P.
FUSING	12-11-0
TYPE OF RELEASE	Hand-Operated
RESULTS	12-11-0

FIGHTER OPPOSITION *None*

ENEMY TACTICS EMPLOYED none

SEARCH LIGHT LOCATION 107-12 Sec. 3, T4N, R10E, S4E, 107-12

NUMBER OF AIRCRAFT RETURNED 0

NUMBER OF ENEMY AIRCRAFT SHOT DOWN BY BOMBERS: 10

NUMBER OF ENEMY AIRCRAFT SHOT DOWN BY FIGHTERS 2

100

SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

Sheet No. 1	Oprep. Ref. No.	Date. Aug 30/31	Squadron. 1 Prov BG
Type of Aircraft. B-24-D	Aircraft No. 10	Aircraft Letter. I	Capt. Rogers, D.U. 2 Lt. Davis, N.P. 2 Lt. Giannini, R.W. T/Sgt Lindley, E.E. Sgt Henderson, B.W. Sgt Keen, W.R. Sgt Monday, R.E. Sgt Brown, V.
Time Up. 22 40	Time Down. 06 15	Total Time. 7 35	Aerodrome or L.G. Lydd
Type of Cloud. Scattered hazy.	Amount of Cloud. 3/4 - 2/10	Base of Cloud. 4000	Map or Chart Reference.
Visibility. 1000	General Weather. cloudy	T. 1/1(1)	

Task or Duty. Harbor and Shipping, Tobruk

5 x 1,000 .12 T.D.

Time	Height.	Place.	Narrative.
02 32	20000	Tobruk	Nothing seen on way out Reached Target area approached North Belt of clouds really observed Saw 3 lights in water already established - close North to North E of Harbour area 1-2 miles out Made P. bank - then for 100 ft. around thick cloud 15' in results observed Saw explosion in dark area looking 30 sec
02 43	20000		approached from West for 2nd time observed 20 ft. in approx same area no burst seen no results No shipping observed Harbour M/A light created did not worry them A/R less M/A activity & 1/2 only the last time but not below
02 48	20000		S/L observed not accurate L/A M/L for A/R

(reverse) to be completed on form for Alexandria & Iraq
Pro-forma in H.Q. R.A.F. M.E. Instruction 34.

P.T.O.

appeared to be building. Circled
+ took course @ 1950 going for fuel
on petty; + dropped 2 bombs at 3:07
a.m. nothing observed.

no EA

A.C. inactive

coming in over 35C but they turned
off.

~~Fire~~ fires on South side of bay
+ burning fires at 17C.

SORTIE REPORT (Part A.)

R.A.F. 8441 A.

Sheet No.	Oprep. Ref. No.	Date. Aug 30/31	Squadron. 1 Prov BG
Type of Aircraft. B-24-D	Aircraft No. 22	Captain 1st Lt. Mootay, M.T.	1st Lt. Yelvington, J.L.
Aircraft Letter. C		Crew. 2nd Lt. Longstreth	2nd Lt. Deffner
		Sgt Keller	Corp Kimmane, J.W.
		Corp Parr, E.	Corp Osterhaus, A.O.
Time Up. 2040	Time Down. 640	Aerodrome or L.G. LYDDA	
Total Time. 8.00			

Type of Cloud. B. n. c.
 Amount of Cloud. 100%
 Base of Cloud.
 Visibility. 8000
 General Weather. 100%

Map or Chart
 Reference.

71(1) ✓

Task or Duty. Harbor and shipping, Tobruk

5 x 1,000 .12 T.D.

Time	Height.	Place.	Narrative.
245	2000		about 30 miles off shore saw lighted ship with red gun and white lights signalled them + got reply.
245	20000		saw 4 fires + other 1244 missed series of small fires from 1345 to 1445 1245 fire 11-12 orange color appeared to be oil. one other small fire near this one appeared to be trailing.
256	300		made dry run Took course due south on the large fire + released 3 in train 70 ft. saw one fire start to burst of large fire

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2042/PMEJ-200,000-3.42

P.T.O.

artillery) aboard in water adjacent
ships. Long fire observed in
area # 11 - large plane.

1/14 - Anti. heavy - large caliber
guns - 5 shells pinto new then
ship hit high.

2/12 - V groups - 4 to 6 in each group
observed in area - Major Shueck and
- 113/2134.

2/14 - None observed.
Tugs both uneventful.

1 SORTIE REPORT (Part A.)

R.A.F. 441 A.

Sheet No.	Oprep. Ref. No.	Date. Aug 30/31	Squadron. 1 Prov BG
Type of Aircraft. B-24-D	Aircraft No. 17	Aircraft Letter. T	<p>1st Lt. Brown, T.D. Captain Dwyer, W.P. Davis, N. Crew. S/Sgt DeLong, K.R. S/Sgt Van Gilder, T.H. Cpl Izzo, A. Sgt Ransdall, R.F.</p>
Time Up. 2:07:45	Time Down. 07:15	Total Time. 7 hrs 30"	Aerodrome or L.G. Lydda ✓
Type of Cloud. Scattered	Amount of Cloud. 1/10	Base of Cloud. 5000'	Map or Chart Reference.
Visibility. Good	General Weather. Clear		T/1 Rev ed. July 1942

Task or Duty. Harbor and shipping, Tobruk

5 x 1,000 .12 T.D.

Time	Height.	Place.	Narrative.
07:45	21,000	T.C.	<p>Trig. not successful.</p> <p>Made first run on heading of 120° & dropped 4 bombs at 675' interval - bombs observed to fall along shore just North of area #18. Small fire observed to be started - orange red flame - no smoke. Made second run on heading of 350° - bombs observed to strike area No. 5 - no fire started.</p> <p>4 ships off harbor with lit up flashes (as though</p>

B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

100,000 - 3/42

P.T.O.

observed - ✓ bombs at 75' int.

A/A - Medium - inaccurate for
altitude.

E/A - None observed.

S/L Battery of 6 just west of
Manga Shamsah. Ineffective for
int. because of bright moon.

+ Small ships
lights observed off Harbor mouth and
off the ships. Great deal of destruction to
N/A (light) was coming from front
main lights.

On way to light at 07:15 L.T.
On way - fire observed on water off
Coast of Sida Boman (10-15 miles
off shore, poor) - clear but dark orange
fire followed by violent explosion and
disappearance of fire.

~~On way back observed apparent
mined activity~~

~~But~~ They look unimpaired.

SORTIE REPORT (Part A.)

R.A.F. ~~41~~ A.

Sheet No.	Oprep. Ref. No.	Date. Aug 30/31	Squadron. 1 Prov BG
Type of Aircraft. B-24-D	Aircraft No. 1	Aircraft Letter. U	Captain C.pt. Paullin, R.I. 1st Lt. Peek, C.O. 1st Lt. Shumaker, T.A. Crew. S/Sgt Sparks, E.R. S/Sgt Wysong, R.T. Sgt Luton, B.S. S/Sgt DeHaven, T.A.
Time Up. 22:07	Time Down. 06:00	Total Time. 7hr 51	Aerodrome or L.G. Lydda

Type of Cloud. Scattered	Amount of Cloud. Nil to 8/10 (4/10 OVER Target)	Map or Chart Reference. T/1
Base of Cloud. 2000'	Visibility. Good	General Weather. Clear

Task or Duty. Harbor and shipping, Tobruk

5 x 1,000 .12 T.D.

Time	Height	Place	Narrative.
0555	21,000	Target	<p>Long ^{ship} light observed in water about 50 miles off Palestine Coast West of Tel-Aviv - Made second run on heading of 135° - dropped 3 bombs @ 75' interval - aimed for fire just NW of area 11 - observed bombs to burst over target area 11. While flying to get in position for run observer opened bomb burst in area 413/435.5 and medium fire started - orange flame. Made third - first run made to SW of fire started by other ship as described above. No hits</p>

(verse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

P.T.O.

U 9 8 8

6 SORTIE REPORT (Part A.)

R.A.F. 441 A.

Sheet No.	Oprep. Ref. No.	Date. Aug 30/31	Squadron. 1 Prov BG
Type of Aircraft. B-24-D	Aircraft No. 3	Aircraft Letter. <i>E</i>	Capt. H. E. Adams Captain 1st Lieut. Parker, Lin. Capt. Kirkaldy, R.B. Crew. S/Sgt Orris, H.F. Sgt Waters, D.W. Corp Woody, R.D. Corp Latue, J.R.
Time Up.	Time Down.	Total Time.	Aerodrome or I.G.
Type of Cloud.	Amount of Cloud.	Base of Cloud.	Map or Chart Reference.
Visibility.	General Weather.		

Task or Duty. Harbor and ship ing, Tobruk

5 x 1,000 .12 T.D.

Time	Height.	Place.	Narrative.
			<p>This A/c did not take off. Nose wheel collapsed in taxiing.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.


2942 / PMFJ - 200,160 - 3/42

P.T.O.

SHORTIE REPORT
(Part A.)

Sheet No. <u>2</u>	Oprep. Ref. No.	Date. Aug 30/31	Squadron. 1 Prov BG
Type of Aircraft. <u>B-24-D</u>		Captain	2nd Lieut. Appold, W.G.
Aircraft No. <u>14</u>			2nd Lieut. Gerry, C.H.
Aircraft Letter. <u>G</u>		Crew.	2nd Lieut. Odell, D.C.
			1st Lieut. Del Tissier, B.S.
			Pvt. Yakinoviz
			Pvt. Anderson, C.
			Pvt. Christenson
			Pvt. Weipert, R.
Time Up. <u>22 30. LT.</u>			
Time Down. <u>16 30</u>			
Total Time. <u>06 00</u>		Aerodrome or L.G.	<u>Ingalls</u>
Type of Cloud. <u>Scattered Cu</u>			
Amount of Cloud. <u>5/10</u>			
Base of Cloud. <u>3000 - 7000 ft</u>			
Visibility. <u>Good</u>			
General Weather. <u>Good</u>			
		Map or Chart	
		Reference.	
			<u>T. 1. (1)</u>

Task or Duty.	Harbor and shipping, Tobruk	5 x 1,000	.12 T.D.
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Time	Height.	Place.	Narrative.
0246	14,000	Tahiti	Walloping seen over morning. Target area obscured by bulkhead made every rain from W to East Saw behind evening times 11 D 10 others C. & met surge followed the run by another dry run start
0308	15,000		Made first run clearest 3-4 km; 2 Salvaged him! from N 1 South. 1 mile seen at 13 2 feet lower most elevated large site from side - found area ... approaching Target the fire started again on 4th run nearest Harbour H/A Heavy 7 up 1 2, 1, 1, 1 mounted S/L 3 Blue S/L Six off day 9/12 S/L E/A my on for 10 10 10 ones 1 then shot off None Walloping seen  return journey. 2 white lights seen too 1-2 miles E of Harbour

PART B (on reverse) to be completed according to relevant pro-forma in H.O. R A.F. M.E. Instruction 34.

2912 / JMLJ - 200.COM - 3.12

P.T.O.

9 8 6

(on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. instruction 34.

200 - 212

Time	Height.	Place.	Narrative.
------	---------	--------	------------

Task on July. Harbor and shipping, Tobruk
\$ x 1,000 12 T.D.

Type of Cloud.	Amount of Cloud.	Base of Cloud.	Visibility.	(General Weather.
Slt. Cu	3/10 - 5/10	3000	Cldy	Brrdy

Map or Chart
Reference.

T. / 1 (1)

Time Up.	22 30	
Time Down.	06 00	7430"
Total Time.		

Aerodrome or I.G. Lydda

Type of Aircraft.	B-24-D
Aircraft No.	20
Aircraft Letter.	S
Crew.	1st Lt. Clark, W. 1st Lt. Clayton, J.B. 1st Lt. Helms, R.W. Sgt. Knox, G.L. Sgt. Cook, J. Sgt. Nappi, J. Sgt. Barnes, C.

Sheet No.	Opres. Ref. No.	Date.	Squadron. 7 Prov BG
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U.S.A.F. REPORT (Post A.)
SORTIE REPORT

SORTIE REPORT
(Part A.)

R.A.F. FORM 441 A.

Sheet No. 4	Oprep. Ref. No.	Date. Aug 30/31	Squadron 1 Prov BG
Type of Aircraft. B-24-D	Aircraft No. 12	Aircraft Letter. K	Captain 1st Lieut. Whitlock, G.B. 1st Lieut. Medford, J. 1st Lieut. Welfare, D.S. CII Crew. Sgt Smith, E.A. VJH175 S/Sgt Lavender, J. Corp Spaulding, P. S. Sgt Powell
Time Up. 22.10 LT	Time Down. 5.45 LT	Total Time. 7.35	Aerodrome or L.G. Lydda
Type of Cloud. Cc cloud in Pat Coast.	Amount of Cloud. 3/10 2000 ft.	Base of Cloud.	Map or Chart Reference.
Visibility. Good.	General Weather. Good.		T / 1 (1).

Task or Duty. Harbor and shipping, Tobruk

5 x 1,000 .12 T.D.

Time	Height.	Place.	Narrative.
0120	20000	Tobruk.	Reached Target approximately 1000 ft from Null saw at least four ships 13. P. & me
0225	20000		Four T 15 with main explosions dropped. all four ships - Train 90 ft apart around this time - cloud 14 S. No birds observed or results claimed owing to cloud cover. A/A. Heaviest from 16. Z. mostly below 4 m.a.s. IN-EFFECTIVE S/L not many effective NO E/A
0320	approx.		As the left Target the 4 ships N to South. still burning Saw white light in water between ships

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2942 / PMEL - 200, (10) - 5/42

P.T.O.

Saw 2 fires about 2 miles NE of entrance
to harbor about 1/2 mile apart.

~~Took heading~~
At 33N 25°30'E saw distress signal
at 327. Flashing red lights in
series of dots.

No E a

SORTIE REPORT
(Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. Aug 30/31	Squadron. 1 Prov BG
Type of Aircraft. B-24-D		Captain	Lieut. Walsh, M.R.
Aircraft No. 24			Lieut. Tahsequah, M.
Aircraft Letter. W		Crew.	Lieut. Schwanebeck, A.L.
			Sgt. Payne, C.B.
			Vitham, E.E.
			Mahboub, F.W.
			Sgt. Stephanchick
Time Up. 2225			
Time Down. 635			
Total Time. 8hrs. 10"			
		Aerodrome or L.G.	Lydda.

Type of Cloud. cumulus & stratus on way out
 Amount of Cloud. 7/10
 Base of Cloud. 15/1800 to 4000
 Visibility. good
 General Weather. good

Map or Chart
 Reference.

T/1(1)

Task or Duty. Harbor and shipping, Tobruk

5 x 1,000 .12 T.D.

Time	Height.	Place.	Narrative.
245	2100		made turn from NW for pitty area. Saw 2 fires 1 at M14 & 1 at S14-15 for made run between them & dropped 1 stick of 5 at 100 ft intervals. TG saw bursts & 1 fire & after turn saw 3 bursts in pitty area. The fire at S14-15 was still blazing yellow orange & so was the one at M14. Latter was concentrated in area but very intense. S1415 was spread out as if buildings were on fire. Saw some light a a but saw 3 bursts off right wing
259	2000		

(reverse) to be completed according to relevant pro-forms in H.Q. R.A.F. M.E. Instruction 34.

P.T.O.

3 fires seen at 15, C B & D
we thought were dummies.

Small fire observed at 19 M

No shipping observed

4 ^{ships} lights observed about 2 miles N
of 210

No E a

One flame seen at 210, over target
which burned for 3 mins. searchlights
had one a/c at 2210 at app 12 m ft

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SORTIE REPORT
(Part A.)

R.A.F. Form 441 A.

Sheet No.	Opreg. Ref. No.	Date. Aug 30/31	Squadron. 1 Prov BG
Type of Aircraft. B-24 - D	Aircraft No. 11593 18	Major Payne Captain LT. Patterson " Bryant Crew. Sgt Walters, LL Kessler Beatty Leaman	
Aircraft Letter. O			
Time Up. 2215			
Time Down. 0615			
Total Time. 8 hrs 00"		Aerodrome or L.G. Lydda	
Type of Cloud. 6/10 3000 for 200 miles then	Amount of Cloud. CAUVd at target low	Map or Chart Reference.	
Base of Cloud. scattered along coast line	Visibility. 9000	T/1	
General Weather. weather			

Task or Duty. Harbor and shipping, Tobruk

5 x 1,000 .12 T.D.

Time	Height.	Place.	Narrative.
213 248	2000 2000		202.0 coiled area saw bombs + fires start at R14
2230			saw fires at 13L - 2 distinct flames orange yellow - still burning after set ② 3
248			made run on course of 315° aiming to the west of fires at 13L dropped 3 in train 70 ft interval no bursts seen then coiled + made 2nd run 250° aiming for jetties + 2 bombs in train 70 ft interval Bursts not observed directly but saw reflection in water Big battery of light + heavy AA at X16 + 17K + Q9. Counted 8 searchlights at one time
25 259	2000		

(verse) to be completed according to relevant pro-forms in H.Q. R.A.F. M.E. Instruction 34.

P.T.O.

0980

THIS PAGE IS UNCLASSIFIED

SORTIE REPORT
(Part A.)

R.A.F. Form 411 A.

Sheet No.	Oprep. Ref. No.	Date. Aug 30/31	Squadron. 1 Prov BG
Type of Aircraft. B-24-D	Aircraft No. 21	Aircraft Letter. R	Captain Wilkinon, J. W. Foster, I. Mally, W.D. Crew. Sgt Fisher, A.S. Taylor, R.R. Troyanowski, J. Salmon, C.E.
Time Up. 2220	Time Down. 600	Total Time. 7hrs 40	Aerodrome or L.G. Lydda

Type of Cloud. about 4/10 @ 3500 over water	Map or Chart
Amount of Cloud.	Reference.
Base of Cloud.	T/1(1)
Visibility. good	
General Weather. good	

Task or Duty. Harbor and shipping, Tobruk

5 x 1,000 .12 T.D.

Time	Height	Place	Narrative.
240	1900		<p>Supercharger out on #1 engine so made run on arrival from North to South. There I saw clouds over assigned area so went to fires at J-12 to J-19 altitude came to the dock area & on run bombs were accidentally released & fell in train 70 ft intervals in area H-10 O-11. Saw ack ack fire in this area & believe bombs fell close to one battery. AC fire heaviest off turn was made came from area V 9-14.</p> <p>3.42 lights str appeared to be on raft or boat 2 miles N of 12 X</p>

(reverse) to be completed according to relevant pro-forms in H.Q. R.A.F. M.E. Instruction 34
P.T

U 9'7

THIS PAGE IS UNCLASSIFIED

INTRODUCTION

4 to 6 St. a line. Searched singly.
the A/C almost picked up.

E/A - None observed.

They look innocent.

SORTIE REPORT
(Part A.)

R.A.F. Form 441A

Sheet No.	Oprep. Ref. No.	Date. Aug 30/31	Squadron. 1 Prov BG
Type of Aircraft. B-24-D	Aircraft No. 16	Aircraft Letter. M	1st Lieut. Oglesby, S. R. 1st Lieut. Kidd, J. W. 1st Lieut. Duckworth, E. M. Crew. Sgt. Ballentino, A.R. Sgt. Walker, J. Corp. Kaminska, J. Sgt. Pickett, E.B.
Time Up. 2250	Time Down. 06:00	Total Time. 7hrs 10	Aerodrome or L.G. Lydda

Type of Cloud. Scattered Str..Cum.
 Amount of Cloud. 4/10
 Base of Cloud. 5000.
 Visibility. Good
 General Weather. Good

Map or Chart
 Reference.

REV. ED. JULY 194V

Task or Duty. Tobruk - Harbor 5x1000' 11V T.D. fuse
 in installation.

Time	Height	Place	Narrative
0744	10,000	Target	<p>Trip out successful.</p> <p>Made one run on Mag. Hdq. at 130° - bombs aimed at shore immediately to left of area #11. Fire observed in area #11 - bright orange flame. 2 small fuses observed in general area 413/4134 (T/I). Did not see bombs hit.</p> <p>A/A - About 1V guns - heavy fire but not accurate for attack.</p> <p>S/L - Operated in batteries</p>

(reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

THIS PAGE IS UNCLASSIFIED

R.A.F. Form 86A
S.578A. (Naval)

MESSAGE FORM

Office Serial No.

Call IN
and :—
Preface OUT

No. of
Groups
GR

Office Date Stamp

TO* AFSAF (R) MAJOR KALBERER

705 GROUP
ADV.

FROM* FIRST PAGE

Originator's Number

Date

Your/My Number and Date

377

31-8

(Write horizontally)

LOAD	5500	OPERATIONAL	TIME	5
83	HOURS	21	MINUTES	10
				15
				20
				25
				30
				35
				40
				45
				50
				55
				60

This message must be sent AS WRITTEN
and may be sent by W/T.
Signature

This message must be sent IN CYPHER
and may be sent by W/T.
Signature

Originator's Instructions* Degree of Priority*

TIME OF ORIGIN
GMT

* Originator to insert "NOT" if message is not to go by W/T.

(Below this line is for Signals use only.)

IMMEDIATE

T.O.R.

System In	Time In	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender

T.H.I.

* The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising distinguishing signals, etc., by omitting to remove their significance from the address, etc., is avoided. Before delivery of the message these details are to be re-inserted in T/L.

682503. Wt. 46234/3271. 120m. pads. 4/41. Manifolia. 81-2938.

0976

THIS PAGE IS UNCLASSIFIED

R.A.F. Form 96A
S.575A. (Naval)

MESSAGE FORM

Office Serial No.

Call IN
and
Preface OUT

No. of Groups
GR
Office Date Stamp

TO* AFSAF (R) MAJOR KALBERER: VOS GROUP ADV.
FROM* FIVE PRG 3Y7 31-8

(Write horizontally)

ELEPH	BYA	AIRCRAFT	BOOMED	TOUR	5
APPA	ONIL	TARGET	Y320	TO	10
DOOD	GMT	FIRE	ORSECH	ON	15
APPA	GENERAL	DOCK	APPA	FIRE	20
FIRE	STARTED	APPA	13 L	TO	25
U	LARGE	FIRE	T 15	MAP	30
ONE	T. G.	LARGE	FIRE	COVERED	35
Y320	GMT	FOLLOWED	By	V. J. E.	40
EXPLOSION	ON	WATER	APPA	15	45
M. E.	NO. 1	SID	BARRAN	AA	50
HEAVY	INACURATE	SL	10 TO 15		55
1-1-1	NO	FA	10-15	BOOM	60

This message must be sent AS WRITTEN and may be sent by W/T. Signature

This message must be sent IN CYPHER and may be sent by W/T. Signature

Originator's Instructions* Degree of Priority*

TIME OF ORIGIN. 0515
T.O.R. GMT

* Originator to insert "NOT" if message is not to be sent by W/T.

* This message must be sent IN CYPHER and may be sent by W/T. Signature

IMMEDIATE

System In	Time In	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender	T.M.I.

* The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising distinguishing signals, etc., by omitting to remove their signification from the address, etc., is avoided. Before delivery of the message these details are to be re-inserted in 1/7.

82503, Wt, 46234/3271, 120w, mado, 4/41, Manifoldia, 81-8035

HEADQUARTERS
1st Provisional Bombardment Group (M)
U.S.A. Middle East Air Force

MISSION NO. 42

31 August, 1942

To: Commanding General, Headquarters, U.S.M.E.A.F.

1. Enclosed are Sortie Reports of Mission No. 42 of the First Provisional Bombardment Group - attack on Tobruk, 30 August, 1942.

2. The following is confirmation copy of telegraphic summary of this mission which was filed to you at 0515 hours L.T., 31 August, 1942.

C O P Y

To: Commanding General, U.S.M.E.A.F.

From: 1st Prov. Group 337 31/8

Eleven B.24D. aircraft bombed Tobruk area. Over Target 2320 to 0000 GMT. Fires observed on arrival General dock area. Fresh fires started area 15 L to O. Large fire T 16 map ref. T1(1). Large fire observed 2320 GMT followed by violent explosion on water approx. 15 mile North Sidi Barani. A/A heavy inaccurate. S/L 10 to 12 ineffective. No I/A. Total bomb load 65000. Operational time 43 hours 31 minutes.

Paul J. Zuckerman
Major A.A.F.
Group S-2

SECRET CYBER MESSAGE

First Prov Group

Cairo

AF 618 28 Aug. MOST SECRET Serial No. 621

rt c your mission on 27 Aug. concerning attack on convoy of one escort
sel an one merchant vessel indicate that only two airplanes out of ten
the mission made interception. Information is desired in detail as to the
ype of formation used, reason for failure to intercept by other eight airplanes.
isibility target communications and other pertinent detail concerning this
mission. This in order that constructive corrective steps may be taken to
prevent as far as practicable the chances of missing type targets.

FOO 1610/28

TCR 2105/28

MISSION NO. 41

[illegible]

January 6, 1948.

17. Control and Access - Bombing, dock installations and jet

[illegible]

100-443887-100

2. 500 lb. G.F. bombs T.D. and 1,000 lb. bombs T.D.

to operate from and return to KTHO AC

33-ling are to operate from and return to, ISIRI.

1. Planning - to operate, to plan and return to work.

...L. F. ... Group are to operate from and ...

William T. and W. J. "Red" Raito

all others are 65 use "GREEN" route.



...ations are to use "RED" route but are to find

224 is short of patrol.

020700Z JAN 68 03-10 turn by "GARDEN" route.

23.30 to 00.30 hours.

100-443884-100

at discretion of OSC and NAC. 1 P. 10

NHRA 61 Statutes at Large 80-107

absorption of OGC wings and H β line

THIS IS PARTICULARLY IMPORTANT IN

GRIPPING OUTSIDE TIES ARE BOUR.

COPIES

Secondary Signals Instructions are to be placed

RECEIVED

STRUCTURE: 84C Wings and No. 1 P.H.B. Group inc

Operations.

... and No. 1 P.H.B. Group are
... of departmental ...

as appropriate to the situation.

Crystallizing inside the harbour and

Shipping is to be bombed. Suspected ship in

Graphed

Standard Brick Company, Inc.

...and the instructions are to be added

11CII Wing Commander (Group)

For the Commodore, NOC, on

100

2000

145.15

11-21-1961 44-19120

... In 1953, rail dock installations in TORUK harbor were
... were destroyed but the enemy is still able to make use of
... and destroy, by bombing, dock installations and the
... harbor.

1942.

148 Squadron 149 Squadron 150 Squadron 151 Squadron

PLANT TYPES AND MEMBERS	
Warrington	16
Librarians	15

10-10-68

CONFIDENTIAL - EYES ONLY

1. attack fuel tanks and pipe line, water line and distribution "line".

Q. B. Load. 7,000 lb. and 500 lb. G.I. bombs T.D. 12 min.
 500 lb. and 1,000 lb. bombs T.D.

TIME OFF: At Reception & ChC Wings and No. 1 Provisional

220. Line are to operate from and return to KILG 40.
223. Line are to operate from and return to KILG 11.
242. Line are to operate from and return to KILG 1.
N. 1 P.H.B. Group are to operate from and return to L. 1.

Cat. Wellingtons are to use "RED" route.
Liberators are to use "GREEN" route.

Libertarians are to return by "Carnal" route.

G/Ex Inc 5.1. 23.30 to 00.30 hours.

C. LIGHT OVER TARGET. At discretion of CoC Wings and Mac1 Tail Gun.

at discretion of O.C. Wings and No. 1 to be

NO CLOTHING IS REQUIRED. THIS IS PARTICULARLY IMPORTANT IN
HOT WEATHER. SLEEPING OUTSIDE THE HOUSE.

GENERAL INSTRUCTIONS.

Standard Signals Instructions are to be adopted.

ADDITIONAL INSTRUCTIONS: One wing and No. 1 P.H.B. Group, inc. 123
care 1/c Operations.

Wing and No. 1 P.H.B. Group are to be
 1253 wing as appropriate.

Identified as shipping is to be bombed. Suspected shipping is to be photographed.

Briefing. Standard Briefing Instructions are to be adopted.

T.O.C. 1255/24 1160

Acting Commander, Operations,
 For Air Commodore, 100-205-20

TOP: 236 Wing 238 Wing 242 Wing
No.1 Provisional H.B. Group. (C) H.B. Group

TARGET: 1. 205 Group. 144 NOT TARGET. 15

A. FUEL: 205

B. Jetties, 1942.

C. Jetties and dock installations in TORUK harbour have been severely damaged but the enemy is still able to make use of them.

D. Attack and destroy, by bombing, dock installations and jetties in TORUK harbour.

E. Date: 24/25 August, 1942.

F. Units: 40 Squadron 148 Squadron 159 Squadron No.1 Provisional H.B. Group.

G. AIRCRAFT TYPES AND NUMBERS: Wellingtons 16
Liberators 15

H. PRIMARY TARGET: as in para. "D" above.

I. ALTERNATIVE TARGETS:

T: attack fuel tanks and pipe line, water line and dispersal areas in area "D".

K. BOMB LOAD: Wellingtons - 500 lb. G.F. bombs T.D. 12 secs.
Liberators - 500 lb. and 1,000 lb. bombs T.D. 12 secs.

L. TIME OFF: At discretion of O/C Wings and No.1 Provisional H.B. Gr.

M. ROUTE: 236 Wing are to operate from and return to KILO 40.
238 Wing are to operate from and return to KERRIT.
242 Wing are to operate from and return to AQIR.
No.1 P.H.B. Group are to operate from and return to LYDDA.

OUT: Wellingtons are to use "RED" route.
Liberators are to use "GREEN" route.

RETURN: Wellingtons are to use "RED" route but are to land at L.G. 86 or 224 if short of petrol.
Liberators are to return by "GREEN" route.

N. TIME OVER TARGET: 23.30 to 00.30 hours.

O. HEIGHT OVER TARGET: At discretion of O/C Wings and No.1 P.H.B. Gr.

P. METHOD OF ATTACK: At discretion of O/C Wings and No.1 P.H.B. Gr.

Q. PHOTOGRAPHS ARE REQUIRED. THIS IS PARTICULARLY IMPORTANT IN CASES OF SHIPPING OUTSIDE THE HARBOUR.

R. SIGNALS INSTRUCTIONS.

Standard Signals Instructions are to be adopted.

ADDITIONAL INSTRUCTIONS. O/C Wings and No.1 P.H.B. Group are Officers i/c Operations.

All Wings and No.1 P.H.B. Group are to pass STD's, times of departure and routing of aircraft to 250 Wing or 263 Wing as appropriate.

Only shipping inside the harbour definitely identified as shipping is to be bombed. Suspected shipping is to be photographed.

Briefing. Standard Briefing Instructions are to be adopted.

1255/24 "C"

Wing Commander, Operations
Toruk Harbour

THIS PAGE IS

SORTIE REPORT
(Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. 24.8.42	Squadron. Hal
Type of Aircraft. B. 24D.	Aircraft No.	Captain	Capt. J.W. Sibert
Aircraft Letter.		Crew.	Lt. R.G. Miller Lt. H.W. Ebert Staff Sgt. Barineau S. Sgt. Moran Cpl. Filippi, A. S. Sgt. D.J. Williams
Time Up. 1950 1950		Aerodrome or L.G.	
Time Down.			
Total Time.			
Type of Cloud.		Map or Chart Reference. T.1	
Amount of Cloud.			
Base of Cloud.			
Visibility.			
General Weather.			

Task or Duty.

Time	Height.	Place.	Narrative.
			<p>Did not operate account motor mechanical failure.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.
2012 / P.M.E.3 - 200.000 - 3/42

P.T.O.

0969

A-A

Heavy guns. Did not burst near
- quantity. This ship was concentrated
at a target to the West of
Shannon. About 6 guns scattered
in area North of target area 6.
SIGHTING: Outlined the harbor at
even intervals. One seen to be
located at ~~Margate~~ ~~SE Margate~~ 2

F.A - None seen.

Ship observed on water ^{on way back} at
approx. (33-00 N)(V7-10 E) - about
size of destroyer. No lights seen.
Remainder of trip uneventful.



THIS PAGE IS [REDACTED]

Searchlights — few observed along west
shore of harbor — reflected
down from clouds.

F/A — None observed.

Return trip uneventful. —



SORTIE REPORT
(Part A.)

Sheet No.	Opreg. Ref. No.	Date. 24.8.42	Squadron. Hal
Type of Aircraft. B. 24D.	Aircraft No. 15	Aircraft Letter. L	Captain Capt. R.I. Paullin Lt. C.O. Peak Lt. T.A. Shumaker Crew. S.Sgt. R.T. Wysong ✓ S.Sgt. T.A. Dehaven Sgt. B. Luton S.Sgt. B.R. Sparks
Time Up. 19:25	Time Down. 03:30	Total Time. 17:55	Aerodrome or L.G. Lydda
Type of Cloud. Shals cumulus	Amount of Cloud. OVER TARGET 8-9	Base of Cloud. 1500 feet	Map or Chart Reference.
Visibility. Hazy	General Weather. Good		T.1
Task or Duty. Tabunk	5 x 1000 lb. G.P.	10 T.D.	fine

Time	Height.	Place.	Narrative.
22:50	11000	T	Trip out uneventful. Observed the ship's test firing guns - Observed out target. This ship did not locate it self accurately until 00:10. Visibility obscured by heavy clouds.
00:16	11000	T	Made run from South to North and bombs carried at cluster of A/A located generally North of target area 6. Bombs dropped in 75' interval. Hits observed in midst of A/A. A/A - Observed half dozen heavy guns - accurate for active element behind the A/c. Medium A/A also observed.

A/A - 11 very dark below. His A/A is
 no estimate possible. One or two
 given around at 414/438 (T/I).

Searchlight: - ✓ observed from 10 mile
 of shore - none while over
 light area.

E/A - None observed.

Tring dark unidentified - clouds
 at 10, 500', line of cumulus (castles)
 N-S line.

Ships observed 10 mile off shore
 about 15 miles west of Takam.

SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

Sheet No. <i>1</i>	Opreg. Ref. No.	Date. 24.8.42	Squadron. Hal
Type of Aircraft. <i>B. 2bD.</i>	Aircraft No. <i>12</i>	Captain	1st Lt. G.B. Whitlock Lt. John Hedford Lt. D.S. Welfare
Aircraft Letter. <i>K</i>		Crew.	S. Sgt. J.B. Lavender Sgt. H.S. Powell Cpl. P.S. Spaulding S. Sgt. T.H. Smith.
Time Up. <i>19:46</i>			
Time Down. <i>04:15</i>			
Total Time. <i>7 hrs. 23"</i>		Aerodrome or L.G.	<i>Lydda</i>
Type of Cloud. <i>Strato-cumulus</i>	Amount of Cloud. <i>8/10 covered</i>	Base of Cloud. <i>3000'</i>	Visibility. <i>Hazy</i>
General Weather. <i>Good</i>	Map or Chart Reference.		T.1.

Task or Duty.

*Tubruk**5 x 1000 lb.*

G.P. T.D.

June 10th

Time	Height.	Place.	Narrative.
23:50	20,000	T.	Thijs with unarmoured — observed other planes testing guns. Observed activity (A/A, searchlights and bomb bursts) periodically 3 times ^{other} A/C made runs. Target darkened except when an A/C was on a bombing run.
00:08	20,000	T	3 dry runs made on target area in attempt to locate target in bombight. Bombs did not release as 4th run when target finally picked up. 5th run made (direction unknown) and bombs hand released in general direction of target area.

SORTIE REPORT
(Part A)

[illegible]

PART B (on reverse) to be completed according to relevant pro-forms in H.Q. R.A.F. M.E. Instruction 34

2012 / PMEI = 23,400 = 342

P.T.O.

R.A.S. Form 41 A

P.T.O.

THIS PAGE IS

Dist. - H.Q. U.S.A.H.S.A.F.

SORTIE REPORT
(Part A.)

R.A.F. Form 441 A.

Sheet No. <i>2</i>	Oprep. Ref. No.	Date. <i>24</i>	Squadron.
Type of Aircraft. <i>B.24D.</i>	Aircraft No. <i>5</i>	Aircraft Letter. <i>D</i>	Captain <i>2nd Lt. H.C. Appold</i> <i>2nd Lt. G.H. Gerry</i> Crew. <i>2nd Lt. D.C. Odell</i> <i>2nd Lt. T.P. Deffner</i> <i>Pvt. C.H. Anderson</i> <i>Pvt. Wolpert</i> <i>Pft. H. Christenson</i> <i>E. Yakomovlov</i>
Time Up. <i>19:50</i>	<i>Lydda</i>	<i>19:45</i>	
Time Down.		<i>04:15</i>	
Total Time.	<i>8 hrs 33"</i>		
Aerodrome or L.G. <i>Lydda</i>			

Type of Cloud. <i>Stratus - cumulus</i>	Map or Chart
Amount of Cloud. <i>8/10</i>	Reference. <i>T/1</i>
Base of Cloud. <i>7500'</i>	
Visibility. <i>Hazy</i>	
General Weather. <i>Good</i>	

Task or Duty. *Tobruk 5x1000 G.P. 10:00*
T.D. fuel

Time	Height.	Place.	Narrative.
<i>11:45</i>	<i>71000</i>	<i>T</i>	<i>Traps out immediately - ships RA/C</i> <i>observed. testing guns.</i> <i>Flashes of A/A & bomb flashes.</i> <i>observed 20 mile off shore.</i> <i>Coast approached from E to W</i> <i>North of Tobruk. A/C circled dropping</i> <i>in attitude to better visibility</i> <i>and made run West to East -</i> <i>bombs did not release and</i> <i>second run made aimed at</i> <i>A/A along North Shore. Bombs</i> <i>released and flashes observed</i> <i>now heavy A/A concentration.</i> <i>A/A + Heavy Medium A/A</i> <i>at this ship accurate for range</i> <i>& height.</i> <i>Searchlight - None observed.</i>
<i>06:45</i>	<i>7000'</i>	<i>T</i>	

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2912/PNEJ-230,000-2/2

P.T.O.

0960

THIS P

SORTIE REPORT **(Part A)**

H.A.P. Form 441 A.

Sheet No. 7	Oprep. Ref. No.	Date. 24.8.42	Squadron. Hal
Type of Aircraft. B. 24D.	Aircraft No. 14	Captain Lt. W. Clark Lt. J.B. Clayton	Crew. Lt. R.W. Helms Sgt. J. Cook Sgt. C. Barnes Cpl. J. Hapli Sgt. Knox, G.L.
Aircraft Letter.	Time Up. 1930 19:37	Aerodrome or L.G. Lydda	
Time Down. 23:20			
Total Time. 7.30			

Type of Cloud. Partly Cumulus	Map or Chart Reference. T.1 (1)
Amount of Cloud. 5/10 - 9/10	
Base of Cloud. 2000	
Visibility. 1000	
General Weather. Good	

Task or Duty. To 4. Shipping and Track Area 5X1000 E. P. T.M.

Time	Height.	Place.	Narrative.
23:50	20,000	Target	<p> <i>From 10 to target nothing was seen from the report</i> <i>Position released in Area (To J. internal)</i> <i>on a run from NW to SE, limited to Area N13 - Did not see reports seeing two explosions in this area. No fire was observed.</i> <i>A/A accurate and heavy as far as this type was concerned - one burst coming very close to this type - One heavy battery located via 18L</i> <i>5/4 approx 15 light was created.</i> <i>E/A. None seen at any time.</i> </p> <p> <i>W. Smith</i> <i>Capt. A.A. 15</i> </p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2942/PMEJ - 200,000 - 3/42

P.T.O.

100 SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

Sheet No. 6	Opreg. Ref. No.	Date. 24.8.42	Squadron. Hal
Type of Aircraft. B.24D.	Aircraft No. 24	Aircraft Letter. W	Captain Lt. M.T. Mooty Lt. J.L. Yelvington Lt. M.C. Hutt Crew. Sgt. R.T. Barnes Cpl. J.W. Kinnane Cpl. A.O. Osterhaus Cpl. E.C. Parr Sgt. B.L. Eagon
Time Up. 19:49	Time Down. 3.30	Total Time. 7.11	Aerodrome or I.G. 12.210
Type of Cloud. scattered below 5000ft	Amount of Cloud. 6/10	Base of Cloud.	Map or Chart Reference.
Visibility. poor	General Weather. 800ft		T.1 (1)
Task or Duty. Torment			5-1209 P TP.12

Time	Height.	Place.	Narrative.
0000	20000		<p>m.a.b. 4 runs trying to find target made runs SE to NW dropped bombs in train 70 ft intervals at 76.8 — no bursts seen — no results observed.</p> <p>Coming in near runway SE — probably 15 — Light & accurate for alt. & fairly accurate for range. No EA.</p>

R.A. Form 441-A

Squadron. Hal

Time	Height	Place	Narrative
0005	21000	Tahiti	<p>Nothing unusual in way that French Target Area found - seen completely overcast - low clouds - made looking for targets really difficult - seen in other words from S.S. such as landing jet away - dropped in General Target area, near A/A - no flashes or bursts or results observed - but F.O. 887 seen in position. That seemed direct - but burst no effect observed - Trainers came down to the A/A from another A/A - no damage.</p> <p>Now S/L seen in position.</p> <p>A/A burst - fairly accurate.</p> <p>Nothing observed in dump bucket.</p> <p>Then F.O. 887 again in position.</p>

P.T.O.

4957

FD-302 (Rev. 4-15-64)

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R & F. M.E. Instruction 34.
12 / PNEI - 200.000 - 2/2 P.T.

SORTIE REPORT
(Part A)

H/A Form 41A

Sheet No. 1	Oprep. Ref. No.	Date 21.8.42	Squadron Hal
Type of Aircraft: B. 24D	Aircraft No. 22	Aircraft Letter.	Major H.G. Sanders A. KALBERER Captain Lt. A.E.O. Munsell Crew: Capt. F.B. Range Sgt. J.J. Solen Sgt. H.E. Vasquez Col. T.E. McGlynn Sgt. J.S. Domino
Time Up: 19:48	Time Down:	Total Time: 8:33	Aerodrome or L.G. 1494
Type of Cloud: low	Amount of Cloud:	Base of Cloud:	Map or Chart Reference: TL (5)
Visibility: 8.0 miles	General Weather:		

Task or Duty

Time	Height	Place	Narrative
11:45	21,000		Notes of fuel consumption, engine temperature, etc.
00:10	23,000	Target	Target area identified. Bombing run initiated.
00:25	11,000		Drop point. Bombing completed.
00:57	7,000		Return to base. Landing completed.
00:15			NO E/A
00:15			NO S/L seen
00:15			1 Heavy 1/11 flying from 11.6
00:15			3
00:15			1 Heavy 1/11 flying from 11.6

PART B (on reverse) to be completed according to relevant pro-forma in HQ. H.A.F. I.E. Instruction 34.

2912/PNEJ-226,000-2/2

P.T.O.

R.A.P. Form 96A
S.575Aa (Naval).

MESSAGE FORM

Office Serial No.

No. of Groups Office Date Stamp

Call IN
and :—
Preface OUT

GR

(Above this line is for signals use only.)

TO*

FROM*

Originator's Number

Date

Year/My

Number and Date

(Write horizontally)

eliminated	Label	transfer	loading	55X	8
1000	G.P.T.D	12.	Operation	C hours	10
86 hours	36	minutes			15
					20
					25
					30
					35
					40
					45
					50
					55
					60

This message must be sent AS WRITTEN and may be sent by W/T. Signature

This message must be sent IN CYPHER and may be sent by W/T. Signature

Originator's Instructions* Degree of Priority*

IMMEDIATE

TIME OF ORIGIN. 0600

T.O.R.

* Originator to insert "NOT" if message is not to go by W/T over any part of the route. (Below this line is for Signals use only.)

System in	Time in	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender

T.J.L.

* The Signal Department is responsible that these details are transcribed to the appropriate portion of the message form and that all possibility of compromising distinguishing signals, etc., by omitting to remove their signification from the address, etc., is avoided. Before delivery of the message these details are to be re-transcribed in P/L.